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JANE WELSH CARLYLE keeps her heart up with Guinness

Chelsea
Thursday, August 5th, 1852

I . . . resolved *not* to stay all day and night at Frome, but to take a Yeovil coach, which started at five and which would take me, I was told, to a wayside inn within eight miles of Sherborne, and there I hoped to find a fly *"or something"*. Meanwhile I would proceed to the town of Frome, a mile from the station, and get something to eat, and even drink, "feeling it my duty" to keep my heart up by all needful appliances. I left my little bag at the station, where the coach came, and set my dog quite free, and we pursued our way as calmly and naturally as if we had known where we were going.

. . . I saw several inns, and chose "The George" for its name's sake. I walked in and asked to have some cold meat and a pint bottle of Guinness's porter. They brought me some cold lamb . . . I ate bread, however, and drank all the porter.

From "Jane Welsh Carlyle — A New Selection of her Letters" (arranged by Trudy Bliss), p. 229.

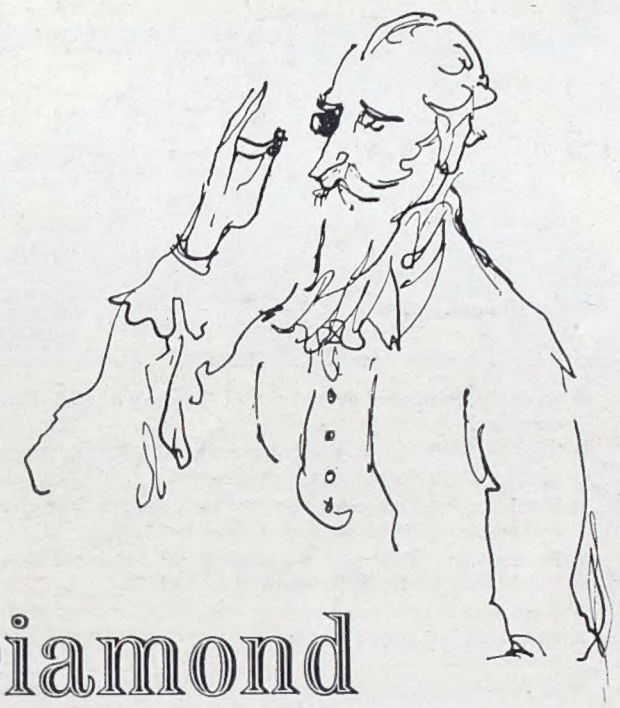
MRS. CARLYLE'S lively epistolary style is a good index of her vigorous and independent personality. She was certainly undaunted by the sequence of precarious connexions then involved in a cross country journey (relying for the last eight miles on "a fly, or something").

Journeys of this sort must have made Guinness doubly welcome to the traveller, especially in August. Bread and Guinness, as Mrs. Carlyle found, is at all times almost a meal in itself. 'Porter', incidentally, seems to have been used loosely for 'stout', and it was probably with Guinness's Stout that she kept her heart up.

Stone bottles, like the one in the picture, were in general use for Guinness and other bottled brews, until about the middle of the 19th Century.

G.E.2439

A copy of this page may be obtained from Arthur Guinness, Son & Co. (Park Royal) Ltd., Advertising Dept., London, N.W.10



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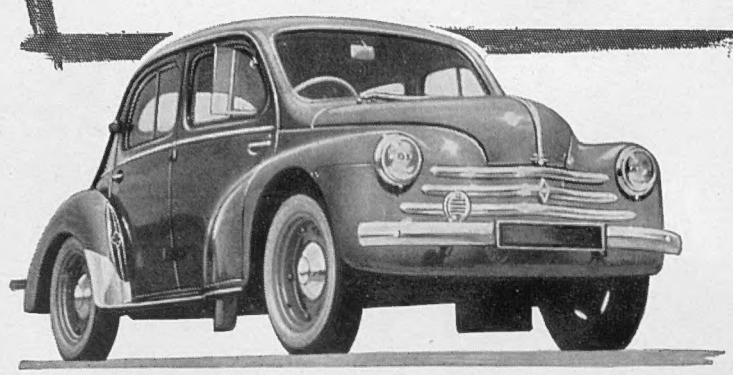

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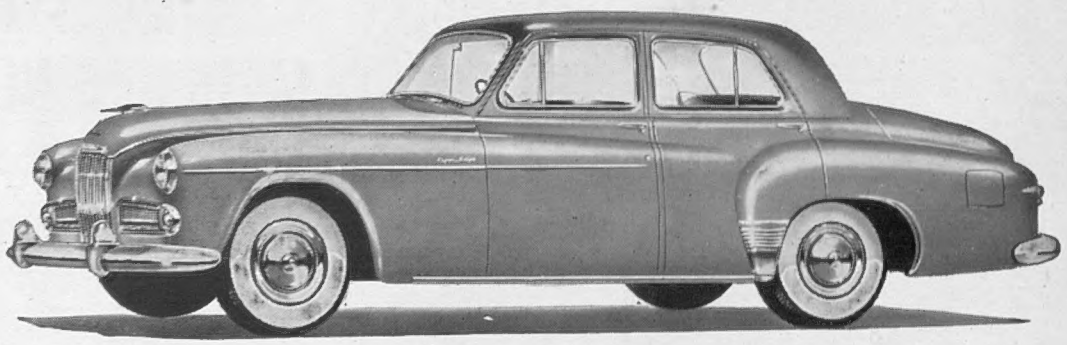

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Volume CCXX No. 2876 The SPHERE, London, March 26, 1955

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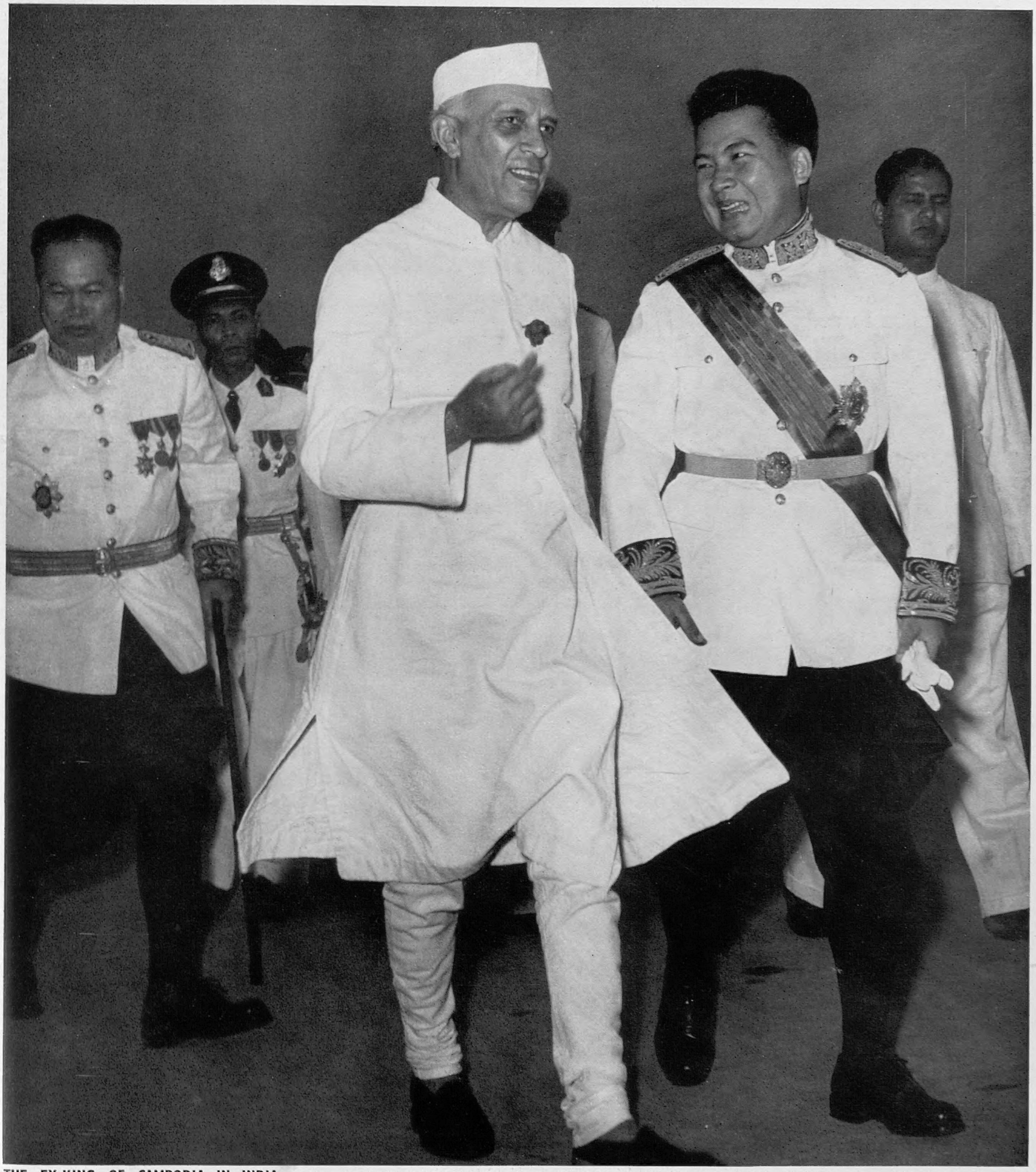

THE EX-KING OF CAMBODIA IN INDIA—PRINCE NORODOM SIHANOUK, WHO RECENTLY ABDICATED HIS THRONE, ARRIVES IN DELHI : He is being welcomed at the airport by Mr. Nehru. He was accompanied by Cambodian officials, including the Prime Minister, Mr. Leng Ngeeh, on the extreme left of the picture. It was understood that the ex-King's stay in India would be short and would include a pilgrimage to Buddhist shrines as well as talks with Mr. Nehru.

The abdication of the thirty-three-year-old Norodom Sihanouk came as a surprise. He had been fourteen years on the throne when he announced without warning that he was abdicating and handing over to his father, Prince Suramarit, who was immediately enthroned. Norodom Sihanouk declared that he was leaving the throne "to live among my people." He claimed that certain political parties, among them the Democratic party of Son Ngoc Thanh, who had been Premier under the Japanese occupation, had approached the International Armistice Commission with the intention of obstructing him in the continuation of his work. The International Commission was set up last year under the terms of the Geneva Agreement. Last week-end the Commission issued a statement denying that there was any tension between them and ex-King Sihanouk or King Suramarit. It added that their relations had always been good. The ex-King made a number of spectacular decisions during his reign. In 1947 he launched Cambodia's first constitution, but suspended it five years later because of trouble with some of the political parties.

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THE SCHLITTERS VISIT THEIR CHILDREN

HERR OSKAR SCHLITTER AND HIS WIFE ARRIVE IN LONDON FROM BONN : They came to this country to visit their children, who had remained in England after their father had been recalled on leave to Germany in January from his post at the Diplomatic Mission in London. Herr Schlitter was sent on leave pending a decision on his future after objection had been taken to a remark alleged to have been made about Britain in a speech by his wife at a Christmas party. Soon after the Schlitters had arrived back in London it was announced that Dr. Adenauer had requested Herr Schlitter to return to Bonn.

INVESTITURES IN LONDON

THE FIRST OF THREE INVESTITURES OF THE ORDER OF ST. JOHN OF JERUSALEM : Miss Elizabeth Scurlock, of Jarrow, County Durham, receives the insignia of her rank—Officer (Sister)—in the Order of St. John from the Lord Prior, Lord Wakehurst, during a ceremony in the Great Hall at St. Bartholomew's Hospital, London. This investiture was the first of three to be held this year and 130 people received awards for service in connection with the Order and St. John's Ambulance Brigade and Association.

A RED CROSS CHIEF RECEIVES THE O.B.E. FROM THE QUEEN : Miss Joan Whittington, Overseas Director of the British Red Cross, shows her O.B.E. to her mother (left) and her niece, Miss Susan Whittington, after the Investiture held by the Queen at Buckingham Palace last week. Most of the recipients at the Investiture were those whose names had appeared in the New Year's Honours List.

RATES OF SUBSCRIPTION TO "THE SPHERE"

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A London Newsletter

195–198, STRAND, W.C.2.

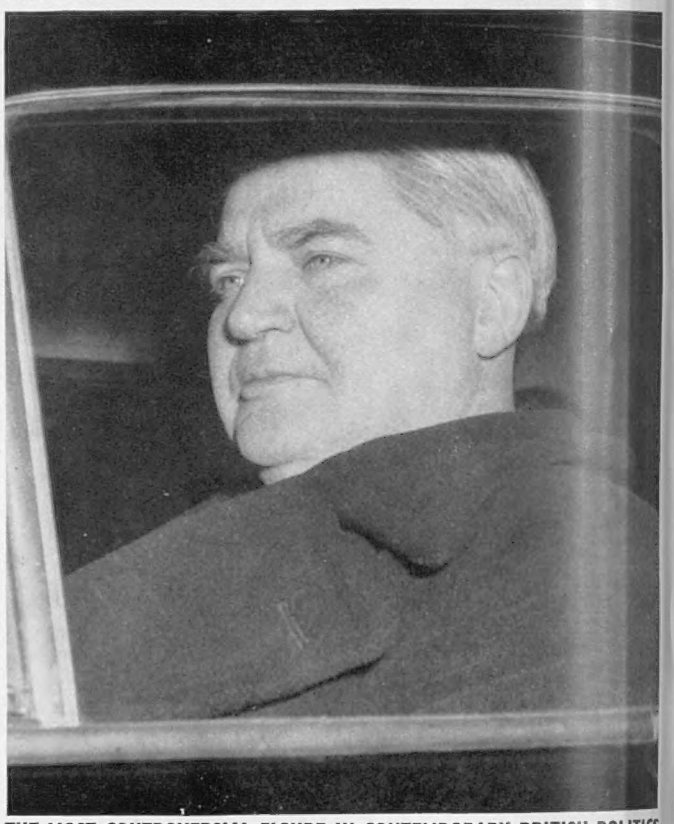
Bevan, a Public Benefactor.—We get tired at last of No. 1 news items—such as atom bombs, horror comics and Mr. Bevan—but we derive much excitement from them until satiety arrives. So we must call Mr. Bevan a public benefactor, and if now for a time he ceases to be No. 1 in the news, the Press will miss his tremendous help towards making the daily papers interesting. In politics, more than in most spheres of life, we derive a pleasurable sensation on hearing of our neighbour's misfortunes (as Rochefoucauld cynically observed), and nowhere more than in politics is the wish father to the thought that the other party is disintegrating. But politics is so entrancing a game to many, and so profitable to some that even a party divided will usually sheathe its swords rather than suffer the extinction of the entity on which all hopes of its gains are set. Indeed, I can't think why the Liberals allowed the decline of Liberalism to go so far. Now, therefore, if Bevan for a time drops a few places in news item ranking, it will be good for the Socialists and will give them valuable time to prepare a united front for the General Election, and it will not be unwelcome to the general public, which has got a little weary of Bevan's name.

Generalisation to Particular.—The Parliamentary Labour Party, by a narrow majority, withdrew the Whip from Mr. Aneurin Bevan. A few days later the National Executive decided whether or no he should be expelled from the Party. The P.L.P. meeting resulted also in a "vote of confidence" in Mr. Attlee and the Party leaders rather on the lines of "a farthing damages." Mr. Bevan defended himself but refused to apologise. But he made no threat to form a splinter party, and he did not appear in the House after the meeting. Mr. Attlee, who did so, was chillily received by his Party. So what? The leaders have chastised Mr. Bevan with a "whip." If the reply is a scorpion, it is likely to be wielded by his sympathisers. For my part, I can't see Mr. Bevan long in the wilderness, a lonely voice. I *can* believe that Mr. Attlee may decide he has had about enough of it. But I am quite sure the Socialists, as a whole, do not intend to let their ship be crushed between their Scylla and their Charybdis. Their trade depends on it. Unless the Tories decide to go to the country very soon indeed, I shall expect to find all hope of their gains from this Bevan business vanished and a neatly repapered front opposing them again. It is more than possible that in the next five years we shall hear more of the name of Bevan than of Attlee. They share the virtues of toughness and shrewdness. Humility and restraint are Mr. Attlee's other strong cards; fire and the arts of demagogy are Mr. Bevan's. Bevan's cards may win more votes for the Party at an election. Attlee's are the best for a nation that still prefers evolution to revolution.

Lords Reform.—I thought Lord Samuel stole the show at the Lords debate on reform. Heredity has served its turn. A new aristocracy of virtue and talent alone can save our new democracy from ridicule and collapse. But if the House of Lords is reformed within the next five years, it will not be reformed by all-party agreement. Lord Jowitt's wet blanket successfully snuffed out that hope. Probably, too, its reform will depend on another Tory victory at the polls. If it comes—for the present Parliament is saturated with business—Lords reform may pass by a combination of Tory and Liberal votes, with a smallish majority, and may well be unscrambled when Labour rules again, certainly if the measure of reform gives back some of the House's lost powers. But Lord Salisbury has reaffirmed a pledge, expressed his own view of the urgency of reform and given useful hints as to how it may work out. In his view, the hereditary principle must in modified form remain to keep the independence of a House which should be complementary to the Lower and not its rival. But there must be no abnormal one-party majority in it. Therefore, heredity must not be the sole factor in its composition. The best means of ensuring a "balanced" House, smaller and more nearly 100 per cent. efficient (instead of, as now, 10 per cent.) in attendance, might be election of representatives by existing hereditary peers (as among the Scottish peers), reinforced by appointment of obviously suitable types, all those selected to be styled "Lords of Parliament," and those hereditary peers not selected to be free to stand for the Lower House. That would satisfy the Hoggs and the Benns, for they could refuse selection. Women peers and aspirants would be admissible. No salaries would be proposed but reasonable allowances. Commonwealth representatives would gradually broaden the view of the new House. Lord Salisbury did not seem to favour life peerages. The crux, of course, is not the composition but the *powers* to be reintroduced into the reform. If Lord Salisbury had said that no new or restored powers were contemplated, Lord Jowitt's brief might have been less harsh. Party agreement would still be possible.

Lord Selborne and the Gutter Press.—I read with pleasure Lord Selborne's courageous and admirable letter in the *Daily Telegraph* recently on the excesses of the Gutter Press and their intrusions into the privacies and tragedies of family life, ruthless and cruel and utterly beastly, as is their muck-raking in the courts for any matter which might arouse sadistic or sexual lusts. I subscribe to what he said, not for the first time in these columns. But I fear that his stand can be no more than a noble gesture. For until the new Education Acts begin to show results there is no remedy, either in censure or legislation, for the following reasons: of the vast public which on Sundays and weekdays read the Gutter Press, at least 75 per cent. read it for these very items of beastliness. (It would hardly read it for "straight" news.) The Gutter Press is well aware of this weakness in its public and trades on it in its internecine struggle for circulation. Legislation? What a hope, when even now no acceptable definition of or remedy for commercial pornography in literature is put forward! Meanwhile we shall continue to have the Press we may or may not deserve, and the only signs of cleaning up will be apparent when some of the 75 per cent. switch over from the gutter to the trustworthy Press. Until that happens, the columnists and the snoopers, the body-snatchers, the muck-rakers and the ghouls will prosper and increase. When their employers find that their muck is not paying, the muck-rakers will be out. It 's up to the readers.

MR. BEVAN LOSES THE PARTY WHIP



THE MOST CONTROVERSIAL FIGURE IN CONTEMPORARY BRITISH POLITICS ON THE CRITICAL DAY : Mr. Bevan arrives by taxi for the meeting of the Parliamentary Labour Party. By a majority of twenty-nine, Labour M.P.s voted for the Party Whip to be withdrawn from him. The motion was proposed by Mr. Attlee. Earlier in the meeting an amendment proposing that Mr. Bevan should only be censured was defeated by a majority of fourteen. Mr. Attlee is understood to have asked that the Whip be withdrawn from the Member for Ebbw Vale for his persistent flouting of Party decisions. Mr. Bevan is reported to have said he would remain loyal to the Party whatever the decision. There have been few more controversial figures in British politics during this century than Mr. Bevan. In this respect, he is in the class of David Lloyd George, Sir Winston Churchill and Sir Stafford Cripps. Whatever happens immediately, his political future must remain highly problematic.

Friends of Richard III, Inc.—All friends of Richard III (incorporated or otherwise) are my friends, and so are all who in these days of literary debunking allow some merit to eminent men and women who are dead. In the Cathedral City of Salisbury the enterprising Repertory Company at the Playhouse is to stage for a week, from May 9, Gordon Daviot's *Dickon*. It is believed to be the first British production of this play, which shows Richard Crookback in a favourable light. To give both sides of the question, the Salisbury Rep. are performing Shakespeare's *Richard III* in the previous week. An attempt like this to present history by means of the drama is worthy of full support. I am also glad that my American "friends" intend to stage Josephine Tey's *Daughter of Time*, in which Richard III is cleared of a "double murder" and sprouts wings. Gordon Daviot (the playwright) or Josephine Tey (the novelist) died untimely and deeply regretted, by none more than by me, who regard her as No. 1 in

the seeded list of "who-dun-its." *Daughter of Time* is erudite and exciting enough, though I should think it not easy to dramatise. It is so much easier in these days to throw mud than to whitewash, to exploit rumour and legend than to sift evidence for the truth. Therein lay the merit of the interest of *Daughter of Time*. Presumably the play will rely on throw-backs into ancient history.

Profit and Loss.—I am not much good at figures, but I should be interested to study the profit and loss figures of race meetings and football clubs as a result of this horrible winter. Last summer's dismal record was bad enough for cricket clubs; what then must be the effect of the winter season on horse-breeding and allied racing objects, and on those financial houses called football clubs? Another minor set of figures I should like to see would be the profit-and-loss account of the *Queen of Bermuda* walk-out. Was there a single item on the profit side? What did this silly strike cost the Furness Line in loss of goodwill, in loss of passenger fares, in chartered airplanes and other expenses to get the crew back to work? Was there a single item of profit on the men's side? They were reduced to penury, deprived of their kits, and were ultimately persuaded to see reason by the intervention of an American. This must remain a *locus classicus* of the folly of an unofficial strike.

Pontecorvo.—"He might have been a Roosian . . . or an Itali-an. But in spite of all temptations to belong to other nations, he remains an Englishman." That is the position to-day. But we are going to alter it. He *was* an Italian, he *is* a Russian. He must therefore cease to be an Englishman. But justice first for the individual. "*Civis Britannicus sum.*" Before that proud claim is removed from Pontecorvo, he is entitled to an inquiry by the Secretary of State's Committee and must be advised of his right. British justice demands it. So Pontecorvo will get his letter and perhaps show it to his chief. But if he should decide to take advantage of his rights will the Iron Curtain open a chink to let him through to face the Committee? I have a feeling that this particular Committee, exceptionally, will not be embodied. I don't think Pontecorvo will desire, or the Kremlin permit, his return to Britain. So England loses a citizen and we must bear the loss with philosophy. But what a noble institution is British Justice!

A Use for National Parks.—It did not occur to me, I confess, when I acclaimed the idea of setting up national parks to preserve the surviving amenities of natural beauty and peace, that such areas might prove "the very thing" for motor-racing at 200 m.p.h. on the roads within them. But so it proves, and I am now prepared to believe that a majority of those who most often frequent the Peak National Park favour the idea. Lord Selkirk has announced that he and his Ministry are not unsympathetic to a private Bill seeking to close some roads for motor-racing. Many trade interests in London, Manchester and Birmingham would welcome it. It would be a great draw for youth, also. Local authorities have considered the proposition and the Derbyshire County Council will soon do likewise. Probably there remain still ticking over a few old stagers like me who never interpreted the term national park in any sense of a car park. We thought of hikers, bird-watchers, pickers of wild flowers, climbers, sketchers, all sorts of men and women flying from noise and stinks, their daily portion in a strident world, and of flora and fauna suffered a little longer to reproduce their species in some sort of natural setting and security. But we didn't reckon with the needs of trade and the charms of internal combustion.

Could a Man Fly?—From childhood the golden dream of my life has been to fly. Not, heaven knows, to guide or sit in an engined airplane in the stratosphere, but to skim at my own sweet will with a toe on the ground. Sir A. Verdon-Roe has at last encouraged me to believe that I might have my dream fulfilled at the eleventh hour. He believes it would be easy enough to construct an ultra-light glider, not intended for more than skimming flights, by which a man—given his first up-thrust by a head wind—could keep his glider up by slow and few flaps of his arm-powered planes. That is my flying machine exactly. I beg Sir A. V.-R., before it is too late, to design the machine and bring it to Harting Down—half-way between my house and Rowlands Castle, from where he writes—on a fine summer evening this year and let me try it out, whereafter I will sing *nunc dimittis* and offer a small contribution to the cost of my dream. Time is short and there is nothing on earth I desire more than to flap slowly along the ridge of our Down from Harting Hill to Didling.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

THE KENT OIL REFINERY

L. M. BATES Revisits the Isle of Grain, where the British Petroleum Company Awaits the Visit of the Queen to their Refinery on April 5.

ALSO

A CRUISE THROUGH THE GÖTA CANAL

Photographs and Description by ERIC DE MARÉ of the Canal Connecting Göteborg and Stockholm.

A FAMOUS BALLERINA IN A DIPLOMATIC ROLE

MARGOT FONTEYN ACCOMPANIES HER HUSBAND TO BUCKINGHAM PALACE: A battery of cameras waited outside when the new Panamanian Ambassador to Britain, Senor Dr. Don Roberto E. Arias, left his house in south-west London to present his Letters of Credence to the Queen. With him went his wife, Margot Fonteyn, the famous British ballerina. Standing between them in this picture is Major-General Sir Guy Salisbury Jones, Marshal of the Diplomatic Corps. While the Ambassador Extraordinary and Plenipotentiary from the Republic of Panama to the Court of St. James's was at the Palace, Madame Arias had the honour of being received by Her Majesty.

LONDON HOSPITAL WIN THE HOSPITAL RUGBY CUP AT RICHMOND

THE TRADITIONAL BATTLE OF THE FLOUR-BAGS BEFORE THE KICK-OFF: Supporters of the Guy's Hospital team are seen storming London Hospital's decorated cart and battling for the barrel at the end of the pole, which they finally succeeded in pulling down. After the supporters' battle with flour, soot and bad apples, London Hospital proceeded to beat Guy's Hospital at the Richmond Athletic Ground by 9 points to 3. The Hospital Rugby Cup Final was watched by Princess Alexandra, who was deputising for Queen Elizabeth, the Queen Mother. London Hospital deservedly won the Cup for the first time in forty-one years by playing on the weaknesses of their opponents. Outstanding for the winners was their fly-half, J. H. Parkinson. Guy's scored first when James crossed over for a try, but London drew level before half-time with a try by England. After the interval further points for London came from a try by Lee and a penalty goal by Fisher.

THREE CORNERS OF THE WORLD

A News Review from the Middle East, Europe and America

On left—

THE PROBLEM OF MIDDLE EAST DEFENCE—A SYRIAN DELEGATION VISITS IRAQ : The arrival of representatives of the Syrian Government at Bagdad Airport. Leading the procession from the airfield are, from left, Mr. Ziad Fahim, from the Protocol Department of the Iraqi Foreign Ministry ; Dr. Haidar Mardam, Syrian Minister in Bagdad ; Sayid Khaled al-Azm, Syrian Foreign Minister ; and Mr. Burhanuddin Bashayan, acting Foreign Minister of Iraq. The Syrian delegation had originally gone to Bagdad to represent their Government's views on the Turkey-Iraq defence pact and on the proposed Egypt-Syria-Saudi Arabia Pact. It was expected that Syria would take up Egypt's attitude and claim that the Turkey-Iraq Pact endangered Arab unity. But at the end of the talks a communiqué issued by the Iraqi and Syrian delegations stated that the Syrian delegation fully understood Iraq's point of view. It was believed that the Iraqi Prime Minister had convinced the Syrian delegation that his pact with Turkey was not harmful, and that the rival alliance with Egypt would be detrimental to Arab unity. In Cairo the proposed talks between Arab League Prime Ministers on the Iraq-Turkey Pact have, as a result, been postponed indefinitely.

ALL EYES ON THE EXPELLED CZECHS : Cameramen rush to secure pictures of the party which left Stockholm for Czechoslovakia following their expulsion from Sweden for being involved in espionage. The officials from the Czech Legation and their families are seen making their way to a Czech airliner at the Airport.

EXPELLED FROM SWEDEN FOR ALLEGED MILITARY ESPIONAGE : The officials at the Czech Legation in Stockholm and their families who were ordered to leave after the breaking of a spy ring are seen at Stockholm Airport. From right are Mr. Jaroslav Vlcek, the Czech Minister in Stockholm, who accompanied the expelled party to the aircraft ; Mr. Pira Sladek, chauffeur to the Military Attaché ; Captain Zdenek Jansa, the Assistant Military Attaché ; Mrs. Jansa ; and Mrs. Nemec, wife of the Czech Military Attaché, who had left some days before. In front is Captain Jansa's son. Eleven arrests were made by the Swedish authorities after many months of investigation into the passing of illegal military information and spying on refugees. The three officials at the Czech Legation and one at the Rumanian Legation were told that they could not remain in Sweden.

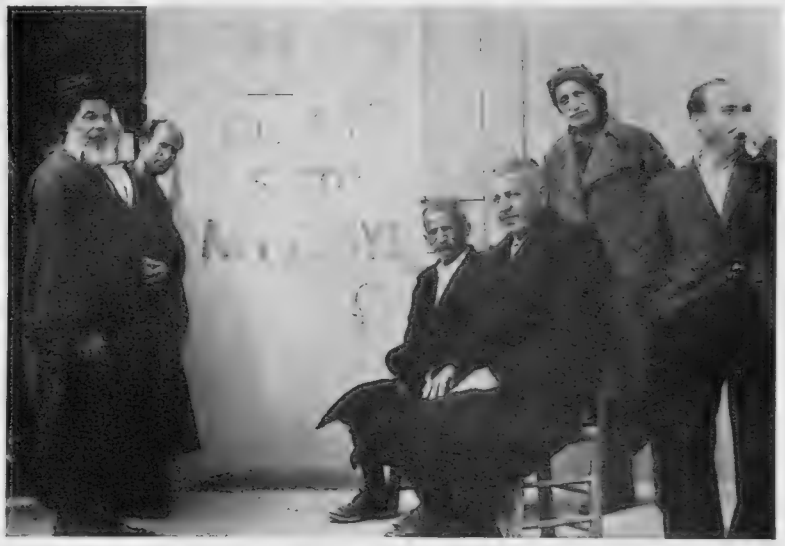
On right—

A NEW TREATY BETWEEN PANAMA AND THE UNITED STATES: President Ricardo Arias signing the treaty in Panama City. Looking over his shoulder is Senor Victor Juliao, Secretary-General at the Presidency, and at right is the Panamanian Minister of the Interior, Senor Alejandron Remon, who is a brother of President José Remon, assassinated last January. The new pact between Panama and the United States provides for an increase in the rental to be paid by America for use of the Panama Canal, and also for the leasing of land in the Canal area for the purposes of military manœuvres by the United States armed forces.

THE UNITED NATIONS TRUCE SUPERVISOR REPORTS ON THE GAZA INCIDENT : Major-General E. L. M. Burns of the Canadian Army, who is Chief of Staff of the United Nations Truce Supervision Organisation in Palestine, making his official report to the Security Council in New York on the clash between Israeli and Egyptian armed forces near Gaza last month. Listening at right is Mr. Abba Eban, a member of the Israeli delegation. Major-General Burns did not condemn Israel for aggression, but suggested that border patrols on both sides of the Egyptian-Israeli frontier be strengthened to prevent minor incidents such as the stealing of livestock by infiltrating refugees. The Egyptian delegate demanded severe penalties to punish Israel for "brutal aggression." An Israeli spokesman claimed the Burns report confirmed the Israeli contention that the incident was the culmination of a series of hostile incidents.

OFF THE ISLES OF GREECE—AN AMERICAN RECONNAISSANCE PLANE COMES DOWN DURING NAVAL MANŒUVRES IN THE EASTERN MEDITERRANEAN : A patrol craft of the Greek Navy and fishermen in their boats crowd round the reconnaissance aircraft of the United States Navy which crashed nose first into the sea near the beach at Glypha, on the island of Corfu. The aircraft had come from an aircraft-carrier of the United States Sixth Fleet, which was taking part in joint Greek-American Naval exercises.

CYPRIOT SCHOOLBOYS DEMONSTRATE AT A COURT HEARING AT PAPHOS : Part of the crowd of about 800, most of whom were schoolboys, but also including some priests, is seen demonstrating under a Greek flag outside the courtroom at Paphos, where six Greeks and seven Cypriots were charged with incitement to provoke civil war in Cyprus. The demonstrators held up the preliminary hearing for two hours. Two of the prisoners were seized from the police and carried shoulder high before they were recaptured. At the hearing police witnesses told how they surprised a party smuggling dynamite from Greece into Cyprus, in the village of Chlorakas. For a week police on board a British destroyer had observed signals to the smugglers.

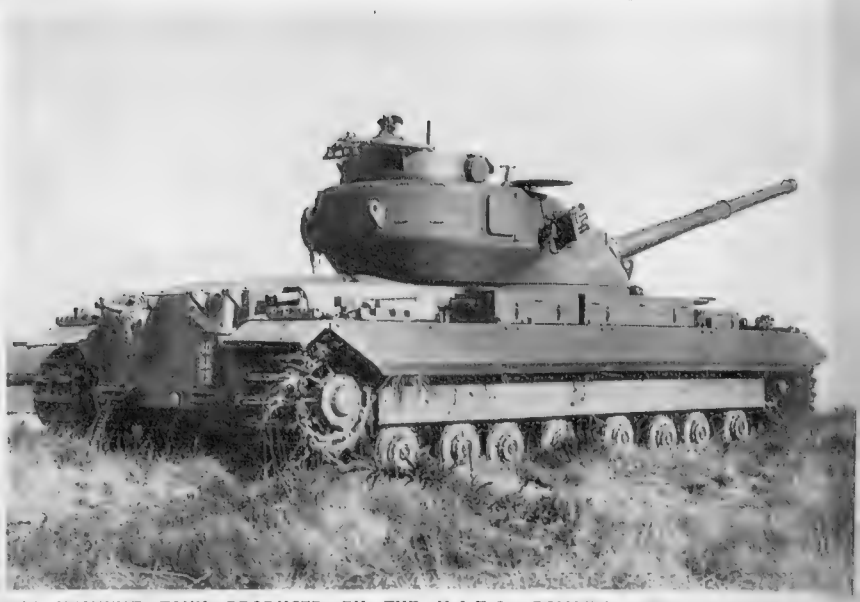


WHERE THE CYPRIOT DYNAMITE SMUGGLERS WERE DISCOVERED : Some of the inhabitants of the village of Chlorakas pose under the slogan "Death to England." It was in this village that police caught the smugglers of dynamite.

SUDAN'S PRIME MINISTER AT A TRIBAL GATHERING : Sayed Ismail el Azhari raises his cane in salute at a march past of tribal formations at a great gathering at Dar Hamar. Raising his cane in salute, at the Prime Minister's left, is Nazir Moneim. Sayed Azhari was greeted by some 15,000 Hamar tribesmen, lined up on their camels, shouting traditional slogans of welcome. He received a salute from a Guard of Honour drawn from the Camel Corps, and then the tribal formations took part in a spectacular march past. Afterwards the Prime Minister distributed Robes of Honour to three of the many tribal leaders who had assembled at Dar Hamar to pay their respects to the Head of the Government. He set their minds at rest by denying a rumour that the Government intended to remove from their positions every Omda and Sheikh having Opposition sympathies.

IN MEMORY OF FIELD MARSHAL MANNERHEIM : This obelisk has been erected at Territet, on the shores of Lake Geneva, as a memorial to Field Marshal Gustav Mannerheim, the Finnish statesman and soldier, who died in Lausanne more than four years ago. The memorial weighs 13 tons and is 23 ft. high ; it has been designed by the Swiss sculptor Franz Fischer. Territet was Mannerheim's favourite holiday resort in Switzerland, and he was there shortly before he died, aged eighty-three. Mannerheim led Finnish armies at the side of the Germans against the Russians in two wars.

THE TURRET OF BRITAIN'S NEWEST TANK: The Conqueror at the Fighting Vehicle Research and Development Establishment at Chobham, in Surrey, where the 65-ton tanks gave a demonstration of their capabilities last week before being sent to Germany.



THE HEAVIEST TANK PRODUCED BY THE N.A.T.O. POWERS: The Conqueror weighs 65 tons, more than the biggest American tank, the T-43. Mounted on the Conqueror is a 120-mm. gun. The hull is 25 ft. 9 ins. in length, or 36 ft. 3 ins. with the gun.

THE CONQUEROR ON PARADE

Britain's Biggest Tank Demonstrates its Possibilities in England Before Going to Germany for Extensive Trials

It was just a year ago that the Secretary of State for War announced that the production of a new tank, bigger and heavier than any hitherto used in this country, would be set in motion. Now, as promised, the Conqueror will go to Germany to undergo trials with troops of the British Army of the Rhine. Weighing 65 tons and carrying a 120-mm. gun, the Conqueror will be able to hold its own with most of the heaviest tanks in the world. It carries the same armament as the United States Army's biggest tank, the T-43. The Conqueror represents a landmark in British armoured history and a triumph for the advocates of the heavy tank. While during the war both Britain and the United States concentrated on the production of light cruiser tanks, the Germans and Russians used heavier tanks, like the Tiger and Joseph Stalin. It was largely due to the success of the Tiger against the Allies much lighter tanks that it was finally decided to build heavies. Britain produced five models of an 80-ton tank during the war, but these proved impracticable, and none were used. The Centurion, with its 20-pounder gun, was a considerable advance on the wartime models, and did excellent service, often in the role of a self-propelled gun, in Korea. The new tank will complement the Centurion, and its tactical role may become clearer as a result of the trials in Germany

THE GREAT GUN IN ITS FIRING POSITION: This picture of the Conqueror gives some idea of the vastness of the tank. It is 13 ft. wide, yet, despite its great size, it can be easily manœuvred. Inside the Conqueror are installed the most modern devices for controlling the fire of its gun. The production of a heavy-gun tank like the Conqueror is a landmark in British armoured history, for though Britain experimented with even heavier tanks during the war, none were ever put into full production.

THROUGH MUD AND WATER—A MOBILE WEAPON FOR BRITAIN'S ARMY: A Conqueror tank is seen crashing its way through a muddy pond during its demonstration. A small number of the tanks have been produced, and, as announced by the Secretary of State for War last year, they will undergo extensive trials with troops in the British Army of the Rhine in Germany. The Conqueror is powered by a Rolls-Royce Meteor engine which develops 800 h.p. It has a maximum speed of around 20 m.p.h.

COMPLEMENTARY TO THE CENTURION, NOT A REPLACEMENT: Two of the Conquerors manœuvring with a Centurion, at right. The Centurion was the first heavy-gun tank to be produced in this country, but its role was that of a cruiser tank. The Conqueror does not aim to replace the Centurion, which carries a lighter, 20-pounder gun, but will work in co-operation with it. One of the results of the troop trials in Germany may be a decision on the best tactical uses of the heavier tank.

HISTORY REPEATED

Soldiers are Driven in Veteran Cars from London to Hastings to Commemorate the A.A.'s Historic Transport Experiment of 1909

This year is the Golden Jubilee of the Automobile Association. The first celebration to mark this event has been the re-enactment of one of the most vital undertakings in this organisation's history—the focussing of public opinion on the possibility of troop carrying by motor. It was in 1909 that the A.A., by a bold experiment, made people conscious of this.

At that time few regarded the automobile seriously. Military experts had considered its value, but were extremely cautious. Even the German General Staff, the most advanced military thinkers in Europe, anticipated that the military use of motor transport must be very limited. However, in London the Committee of the infant A.A. had clearer vision. They obtained the approval of the British War Office for an experiment. A battalion of the Guards was to be carried in motor-cars by A.A. members from the Capital to the South Coast. The destination chosen was Hastings, a distance of about 60 miles. The drive took place on March 17, 1909. The first organised movement of troops by ordinary motor-cars in the history of the world was carried out without a hitch. THE SPHERE of the day described it as a "most interesting experiment," showing how a defence force could be "thrown on the coast in the case of a sudden raid." Last week-end this epoch-making drive was re-enacted by A.A. members in fifty-five veteran cars. Again they carried a detachment of the Guards from London to Hastings. The veterans were headed by eighty-year-old Mr. F. S. Bennett, who led the original convoy forty-six years ago. All but one of the starters finished the course. After the veterans, came a column of the most up-to-date military vehicles. They were a most telling reminder of what the nation owes the A.A. for its initiative.

THE VETERAN CARS SET OUT: The scene at the R.A.F. station at Kidbrooke, when fifty-five veteran cars, driven by A.A. members, re-enacted the historic first troop movement by motor from London to Hastings of March 1909. In front is a 1904 Star. Next comes a 1904 De Dion Bouton. Behind it is a James and Browne of the same year. As on the original run, a detachment of Guards was carried on this commemorative drive.

On left—

PROCEEDING ACCORDING TO SCHEDULE: The first of this section of the convoy passing Flimwell Green, in Sussex, is a 1909 Riley. Behind it comes a Rolls-Royce, driven by Mr. A. M. Garrett. This car left the Rolls-Royce works in November 1907, and was supplied to the Governor of Bengal. Mr. Garrett bought it "off a scrap heap" three years ago for £35.

VETERANS ALL: *Above*—An old London bus, of the type which carried the Old Contemptibles in 1914, followed the cars. *Below*—Eighty-year-old Mr. F. S. Bennett, who led the procession in 1909, starts off again at the head of the drive. His car is a 1903 Cadillac.

ARRIVAL AT HASTINGS: Mr. D. W. Gough, in his 1905 Alldays and Onions, passes the saluting base on which are the Mayor of Hastings and other Municipal officials, and representatives of the Automobile Association and the Army. Mr. Gough discovered the car in a state of neglect in a barn in 1941.

AN ITALIAN ARTIST'S PAINTING OF HER MAJESTY IN HER GARTER ROBES : The portrait, by Signor Pietro Annigoni, was commissioned by the Fishmongers' Company, and will hang in their reconstructed Hall in the City of London. It has been submitted for this year's Royal Academy Summer Exhibition.

THE NEW PORTRAIT OF THE QUEEN

The artist worked for four months on the portrait and was given twelve sittings by the Queen. Her Majesty, in her Garter Robes, stands before an imaginary background, which is reminiscent of the work of the Masters of the Italian Renaissance. The sky is a rather pale blue, the lower part being tinged with pink. To the right in the distance is Windsor Castle, which gives topographical exactitude to a scene which is otherwise imaginary in its symbolism of England. In the boat in the lake on the left is a fisherman. The figure is said to represent the painter himself. Annigoni is the artist who refused to paint portraits of Mussolini and Hitler during the war.

MR. BEN GURION GETS DOWN TO WORK AS ISRAEL'S DEFENCE MINISTER: Military Attachés to Israel went out to the Sde Boker settlement, in the Negev Desert, to pay their respects to Mr. David Ben Gurion shortly after his recall to the Government as Defence Minister. Mr. Ben Gurion, wearing battledress, faces, from left, Lieut.-Colonel de Boushet, of France; Lieut.-Colonel G. E. H. Thelwall, of the Sherwood Foresters; Lieut.-Colonel Cane, U.S. Army; Lieut.-Colonel Lucky, U.S. Air Force; Lieut.-Colonel Dojestan, of Turkey; and General M. Dajan, Chief of the Israeli Defence Forces. Mr. Ben Gurion had been recalled to public life after spending fourteen months at Sde Boker as a shepherd. Previously he was Israel's Prime Minister and Defence Minister. For a start, Mr. Ben Gurion appears to have preferred to conduct the business of the Defence Ministry from his hut in the Negev rather than from offices in Tel-Aviv.

THE BRITISH LIFEBOAT WHICH SANK WHILE MAKING A RESCUE ATTEMPT IN THE IONIAN SEA: The ill-fated lifeboat being launched from the P. & O. liner *Stratheden* when it went to the rescue of the crew of the Greek fishing-boat *Iason* which was foundering off Point Stilo, on the eastern coast of Calabria. When the lifeboat had picked up fifteen of the Greek fishermen and was 200 ft. from the liner, it suddenly capsized. Eight men from the *Stratheden*, two Englishmen and six Indians, and eleven fishermen lost their lives. Captain Kenneth Cummins, master of the liner, signalled the Piræus harbour-master: "Our sailors died while performing the supreme duty of attempting to rescue their fellow-seamen." The *Stratheden*, which was on her way to Tilbury from Brisbane with 900 passengers on board, was delayed by the tragedy for fourteen hours.

AROUND THE WORLD

A PICTORIAL SURVEY OF RECENT EVENTS IN EUROPE, THE MIDDLE EAST, THE FAR EAST AND IN THE UNITED STATES

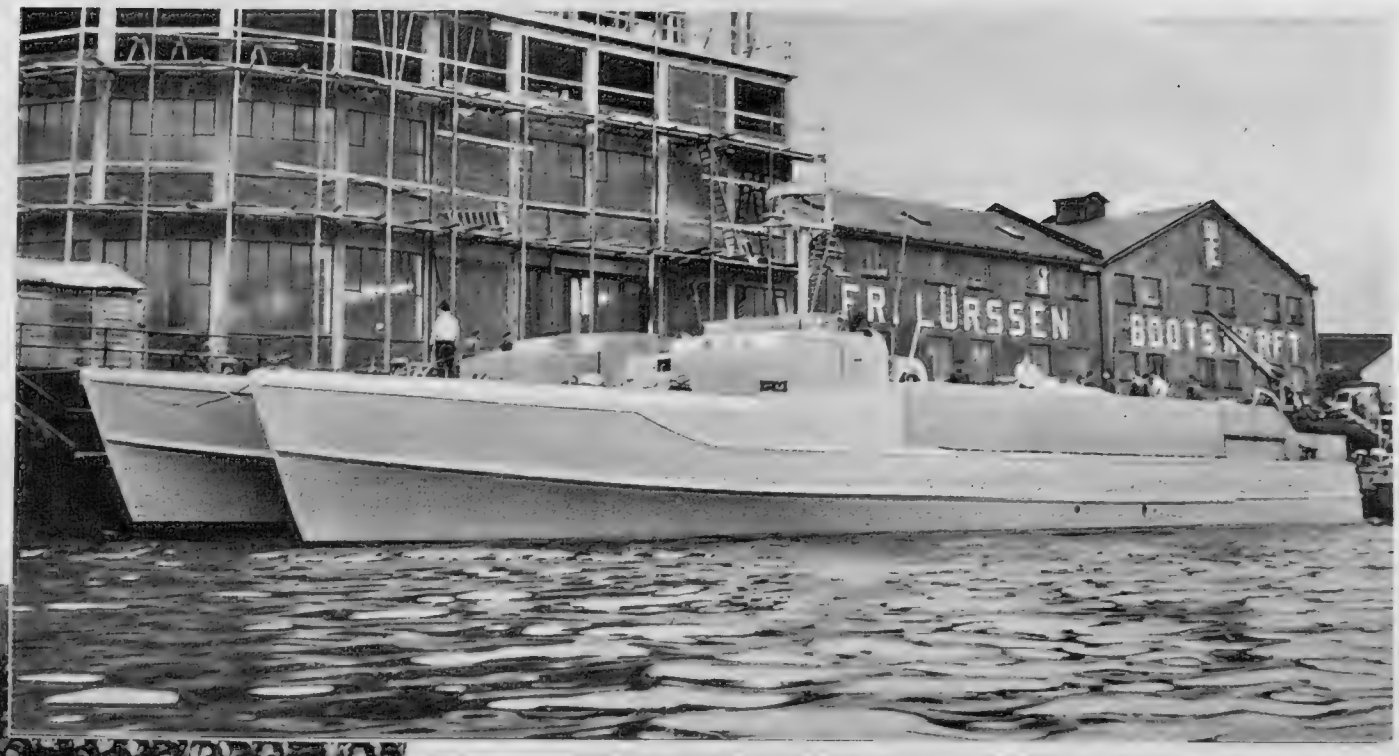
AT THEIR LIFEBOAT STATION: Members of the crew of Lifeboat 16, Indians and Britons, at their station before the boat was launched for the rescue attempt in the Ionian Sea. Only four of the lifeboat's crew of twelve were rescued when the boat capsized.

HOT WORK IN FLORIDA'S SPORTS-CAR ENDURANCE TEST: A fireman floods a burning Ferrari sports car with foam on the Sebring Course during the twelve-hour Grand Prix endurance test. The driver, Jack McAfee, had been unaware that the fire had broken out. Of the eighty-six starters, only thirty-two finished the course.

DISPUTED WINNER OF THE SEBRING GRAND PRIX: Mike Hawthorn (left), the British racing driver, wearing the floral wreath of victory after driving one of the new D-type Jaguars to victory at Sebring. In the centre is his co-driver, Phil Walters, and at right Briggs Cunningham, the American motor-racing sportsman who entered the Jaguar for the race. The British Jaguar, making its first appearance in a major international race, was provisionally declared the winner by ten seconds over an Italian Ferrari. The Ferrari's owner immediately protested and said that his car had won by almost a full lap. Officials said that they would meet a week later in New York to hear the protest. In the Series Production Sports Car Class of the Florida meeting Austin Healey Hundred "S" cars took the first three places, the leading car being driven by Stirling Moss and Lance Macklin.

On right—

GERMAN BOATS FOR THE ROYAL NAVY : Two of the three fast coastal vessels now being completed for the Royal Navy lying at the Lürssens shipyard at Vegesack, near Bremen. The boats have a curious history. It is said that the firm of Lürssens, builders during the war of fast torpedo-vessels known as E-boats, applied to the Allied High Commission in March 1952 for permission to build the vessels for the West German Ministry of the Interior. A licence was refused on the grounds that their speed would be too high and that heavy guns could be mounted. The West German Ministry contested this, and ordered the boats in the following January. The High Commission had to give a second warning before construction ceased. By then the builders had three unfinished hulls on their hands, and eventually a contract was concluded with the Royal Navy, which will use the boats for German coastal service.



IT'S THE SAME THE WHOLE WORLD OVER : Men and women, old and young, who have packed into this Tokyo department store to watch the fashion show, prove that the latest spring and summer models hold as great a fascination in Japan as in the exclusive salons of Paris.

LOOKING TO SIAM'S DEFENCES : The three men most immediately concerned with the defences of their country are seen in Bangkok during the celebrations of Siam's Army Day. The Prime Minister and Minister of Defence, Field Marshal P. Pibulsonggram, is seen shaking hands with Lieut.-General S. Sutisararonakorn (left), Deputy Commander-in-Chief of the Armed Forces. At right is General Sirit, the Siamese Commander-in-Chief. Siam is a member of the South-East Asia Treaty Organisation.

ATOMIC POWER AND THE AIRCRAFT INDUSTRY : One of the first portable atomic reactors to be built is seen suspended from a crane at the Fort Worth Division of Convair, one of America's leading aircraft firms. The United States is known to have been experimenting with nuclear energy for aircraft propulsion since 1947, and it was recently announced that the U.S.A.F. is planning a fleet of atomic-powered bombers. The function of the reactor shown here is not stated, but it is of a size suitable for aircraft propulsion. The Fort Worth plant also produces the B-36 inter-continental bomber, an aircraft with a layout suitable for testing atomic engines.

A COUNTRYMAN'S JOURNAL

By VICTOR BONHAM-CARTER

Kennet and Avon Canal.—Last December the British Transport Commission announced that it intends to abandon the whole of the Kennet and Avon Canal, and that it would seek authority from Parliament to do so before the end of this year. This is bad news, not only for that band of enthusiasts, the Kennet and Avon Canal Association, who are vigorously trying to revive the use of the canal for business and pleasure purposes, but also for everyone who knows the lovely country through which the canal passes.

I used to live a mile or two south of Kintbury (literally *Kennet-borough*), half-way between Newbury and Hungerford, and I know well that whole intimate stretch of water where canal and river run side by side. You can see it, too, from the West Country train which passes along the same valley, between marshy meadows and gravel beds, clumps of willow and hardwood copses, and the prospect of chalk downs away on the Hampshire border. If the canal is let go and the banks and locks finally fall in, then the water will disappear, the bed will become overgrown, and you will have an eyesore as well as a material liability.

The Kennet and Avon Canal connects the Thames at Reading with the Avon at Bristol, a distance of 86½ miles. It is the only surviving broad beam canal across England, and is designed to accommodate vessels 72 ft. 6 ins. long, 14 ft. broad, and drawing 4 ft. of water.

So far as I can discover, the first stretch was opened between Reading and Newbury in the early eighteenth century, mainly by improving the course of the River Kennet. Despite opposition from Reading interests, the enterprise paid, and about a century later the full cut was made right through to the Severn Estuary. There was plenty of trade and Newbury, for example, became a prosperous inland port, with a dock (now filled in) "where ten of the largest barges might load with the greatest facility," the centre of an extensive carrying trade in malt, flour, timber, salt, coal, and much other merchandise.

In 1852 the canal was bought out by the Great Western Railway to kill competition, and thereafter (as in so many other cases) the canal declined, but it was never closed. To-day it is still officially a public navigable waterway and, until very recently, craft were still able to travel its entire length. The bed was dredged, banks and locks repaired (the latter unfortunately only with softwood), and paths and hedges trimmed. After 1918, however, conditions so deteriorated that commercial traffic virtually ceased to use it, and in 1948 a plaintiff was awarded £16,000 in costs and damages on the grounds that the owners had neglected their responsibilities.

In 1947 the British Transport Commission took over, and hopes were aroused that the canal might be put into good service again. A trial load of wheat was carried from Bristol to Newbury, and quite a number of inquiries were received for commercial carriage. In addition, pleasure boating began to flourish. Since 1950, however, various sections of the canal have been closed for repairs, or for lack of them, and there has been damage by hooligans as well. Now comes the announcement to abandon the whole waterway. The Canal Association is determined to put up a fight. It has drawn up a list of firm trade inquiries received during the last few years, and points to the large number of industries with canal-side facilities which are potential users.

Then there is the value of the canal as a line of defence (many pillboxes were built on its banks during the last war), and as a short cut for light craft travelling from east to west.

The Decline of Dialect.—Dialect is dying, I 'm afraid. In one sense is always dying, because speech is always changing. But the dialect that is dying now is the good old country speech in all its variety from all over Britain. There are several reasons for this. One is the influence of Standard English (Oxford, B.B.C., call it what you like) which makes its way into every home every day through the radio, the Press and popular education. Another is mechanisation. This means that, even in farming, much of our work has become standardised, and so is the terminology that goes with it. When the combine-harvester has driven out the last reaping machine, then words like

A CANAL WHICH MAY SOON BE CLOSED : The Kennet and Avon Canal is seen here at Newbury. In the left foreground is the Jacobean "Old Weavers' House." This waterway, 86½ miles long, runs between Reading and Bristol, and there is local opposition to the British Transport Commission's proposal to abandon it.

"sheaf" and "stook" will soon drop out, and people will forget what they ever meant. I made no corn last year and I 've practically forgotten them myself. And not only these words which most people know, but all the local variations which make our language so individual and lovely.

We are all beginning to lead approximately the same kind of life. Urbanisation is creeping in everywhere. We all catch trains, fill in forms, use typewriters, wear the same sort of clothes and laugh at Danny Kaye. Life is becoming standardised in so many ways that inevitably our speech follows suit. By speech I mean vocabulary, grammar, syntax, not accent. Local words and phrases may survive here and there, but not many. What will remain, I believe, will be the regional intonation and accent—North Country, West Country, Cockney, Welsh, Highland, and so on. Even here the small variations will probably disappear, but the large differences will stay, not so much for geographical reasons as for the strength of tradition in those areas.

THE NEW CATTLE MARKET AT CANTERBURY : After the Minister of Agriculture, Mr. D. Heathcoat Amory, had opened it, he auctioned the first lots. In this picture he is standing bareheaded on the rostrum. The market cost £100,000 and is part of the scheme for rebuilding Canterbury.

The New Survey.—But we shall have a living record of the old speech. At the end of the last century all kinds of scholars got busy compiling grammars and glossaries of local words, and in 1905 Dr. Joseph Wright published his monumental *English Dialect Dictionary* in six volumes. I am proud to say I have a set on my shelves at home. But the printed word is not the same as the spoken word, whatever the phoneticians say, and very little was done about making discs of dialect voices. It was not until 1946 that a new survey was begun, as a follow-up to Dr. Wright and to record the actual sounds of local speech.

Professor Harold Orton, of Leeds University, is responsible for the work in England, while other authorities are undertaking Scotland and Wales. The main task is to compile a Linguistic Atlas, a series of maps showing the distribution of dialect words, accents and usages. So far most of the northern counties have been covered, but the survey is steadily moving southward and in a very few years the whole country will have been dealt with. The methods are interesting. A field worker goes out into the country, preferably a large village well away from the big industrial towns, because here dialect is still comparatively untouched. He gets to know the older people, say those over sixty, talks to them and tries to gain their confidence and interest. He usually succeeds, because the old days and ways of doing things are a congenial subject.

But the talk is not at random. A Questionnaire, divided into categories, has been carefully prepared containing some 1,300 questions, which take about a week to go through. In general the questions concern work (usually farming) and the home, and the answers are taken down in the phonetic alphabet. Wherever possible a recording is made on a tape machine as well, and this, of course, represents the greatest advance over all previous efforts to take down speech. The investigator has to be a gifted person. He must be an expert in phonetics and something of a psychologist as well. It is not always very easy to persuade an old man or woman to talk broadly for, say, half-an-hour into a contraption, and to keep them happy and to the point.

The Bladon Gallery.—Hurstbourne Tarrant is a small village in north-west Hampshire, with some attractive corners in it and a clump of rather raw Council houses. Cobbett stayed there on one of his Rural Rides, and so did W. H. Hudson. If you read Hudson's book *Afoot in England* you will find a wonderful description of the tiny hamlet of Combe, a few miles to the north, and the whole story of the gibbet that stands on Inkpen Beacon. The accuracy of the story is neither here nor there, it is as Hudson heard it and he makes it into a little masterpiece—but more of this later. At one end of Hurstbourne Tarrant stands a Nonconformist chapel, architecturally an unattractive building no longer used for religious purposes.

For some years now it has been the home of the Bladon Society of Arts and Crafts, a brave and, I would say, a successful undertaking. Its aim is simply to stimulate interest and help artists and craftsmen sell their work. To that end it holds regular exhibitions of paintings, sculpture and craftwork (a great variety of this—furniture, glassware, pottery, silver, basket-work, etc.), and occasional concerts, lectures and poetry recitals. It has over 200 members, drawn from a wide area, and it pays its way partly on subscriptions, but largely on admission fees to the gallery and commissions on sales.

This is a very healthy state of affairs, and a pleasantly surprising one, for it must have taken a great deal of courage to launch a venture of this kind. An art gallery in a town is never anything but a speculation, while one in the country must be a hair-raising responsibility. Yet Mrs. Bladon Hawton, who is the driving force behind the idea, tells me they are expanding—a Members' Reading Room, a flat for a resident artist, and a workroom for a weaver living near by. Congratulations.

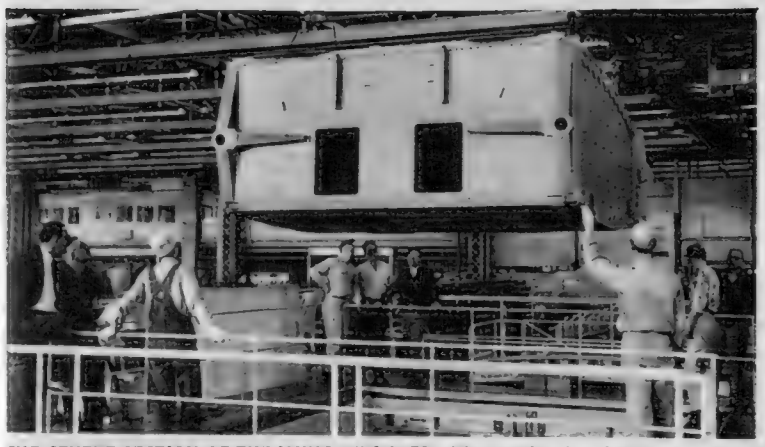
Tailpiece.—I cannot resist quoting at least one of Hudson's stories about Combe. He was staying with the vicar, the Rev. George Pearson, a remarkable man who gave up a University post to take charge of this tiny country parish, where he lived for over fifty years. He must have been a Liberal—I hope he was—because he spoke out fearlessly in the pulpit in support of the labourers during the great Joseph Arch agitation and was locked out of his church for doing so. At any rate, he once entertained a London visitor who felt so oppressed by the utter remoteness and silence of Combe that he had to return home the very next day. The "tingling" silence, as he termed it, was what he could not stand.

AIR NEWS from the U.S.A.

A Giant Jet-bomber, and a New Guided Missile

On left—

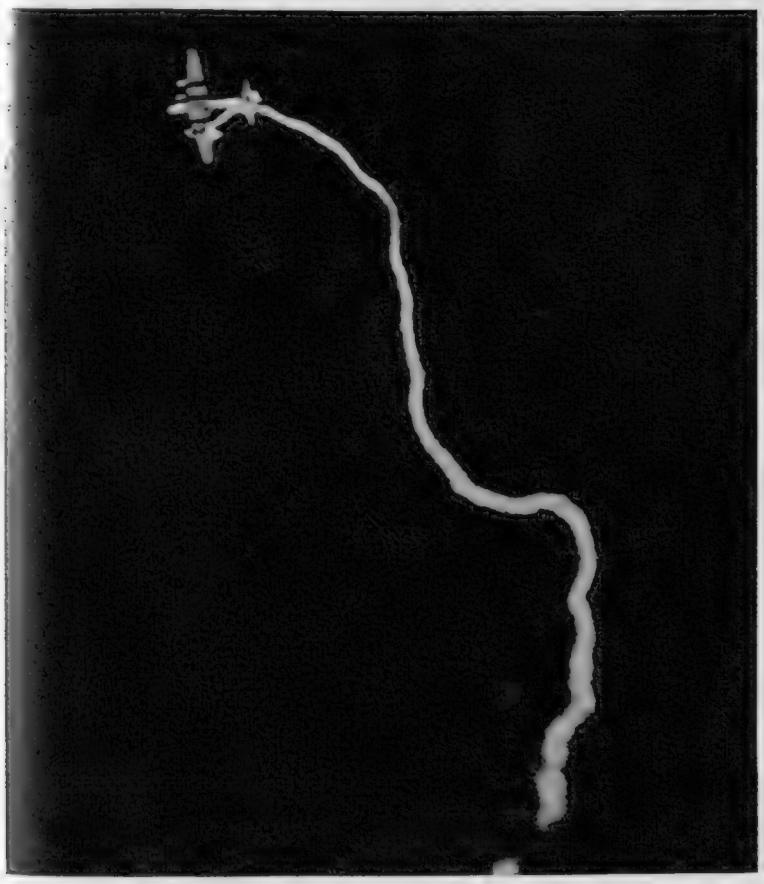
A MIGHTY NEWCOMER TO THE UNITED STATES AIR FORCE : A production model of the B-52 long-range, eight-jet bomber is wheeled from the production shed at the Boeing Company's plant at Seattle, Washington. The great fin and rudder are lowered to one side to clear the doorway. The underside is painted white to reflect the heat of a nuclear explosion and so protect the crew.



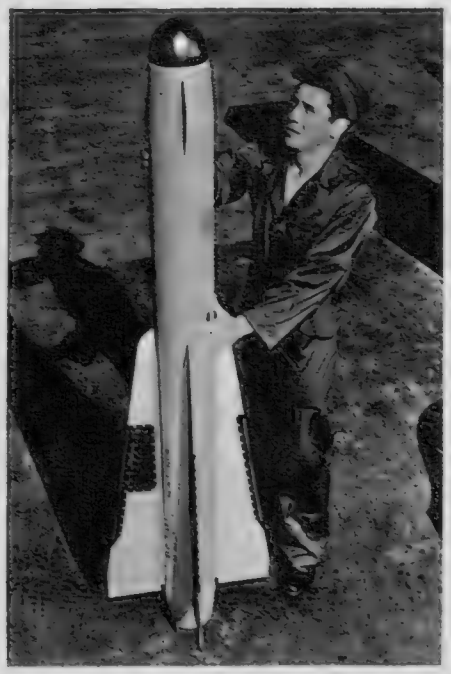
THE CENTRE SECTION OF THE WING OF A B-52 : The section has just been pulled from its assembly jig and will be taken to another shop for joining to other sections. The completed wing will then go to the final assembly line.

Although the first prototype of the B-52 flew only in 1952, the massive organisation of the American aircraft industry has enabled the U.S.A.F. to be in possession of production models already. The B-52, it was disclosed recently, has a range of over 7,000 miles and an operational ceiling of more than 50,000 ft. It is also equipped for aerial refuelling by the Boeing Flying Boom method, and this will increase its operational range. It carries a crew of six. This giant of the air is expected to be in service by the spring and will be used by the Strategic Air Command, which has bases throughout the world. When it has its full quota of B-52's, this airforce will be able to deliver the hydrogen bomb to any part of the world. As well as building the B-52, the Boeing company are still producing the B-47 Stratojet, a six-engined medium jet bomber.

B-52's ON THE FINAL ASSEMBLY LINE AT SEATTLE : These three aircraft are in the last stages of production and will soon be flown to their duty stations. It is in this workshop that the different parts, such as wings, tail-plane and fuselage sections, are joined together to form the completed aircraft.



NO ESCAPE FROM THE FALCON : A smoke trail shows the course taken by the rocket as it followed the evasive twists and turns of a radio-controlled B-17 target plane. A direct hit was scored. This rocket has been developed by the electronics division of the Hughes Aircraft Company.



ENTER THE FALCON—A NEW AMERICAN GUIDED MISSILE FOR USE BY FIGHTER AIRCRAFT. *On left*—A Falcon scoring a direct hit on a radio-controlled target plane. *On right*—A close-up of the new supersonic rocket which is over six feet in length.

The F-98 Falcon has the distinction of being the smallest guided missile in production, and illustrates the great progress made in the science of electronics in recent years. This rocket has been earmarked for use by the Northrop Scorpion fighter and by the new delta-winged, supersonic Convair F-102. The fighter planes will be guided to a firing position by automatic controls which "lock" on to the target. The rocket is then fired, also automatically, and is guided towards the target plane by its own "brain." Powered by a solid fuel rocket motor, the Falcon has been quoted as having a top speed of Mach 3, which is some 2,200 miles per hour.

Although the Falcon is small in comparison with other guided missiles, it is considerably larger than rockets hitherto carried by fighters, and stowage will be a problem. If carried externally, it would certainly turn a supersonic fighter into a sub-sonic plane.

THE VAUXHALL MOTOR WORKS EXPANSION PROGRAMME AT THEIR LUTON FACTORY: Our artist's impression of what the Bedfordshire works will look like when part of the Vauxhall Motors' £36,000,000 programme has been completed. The future single two-storey building, with floor space of nearly 1,500,000 sq. ft., can be seen at the right. Adjoining it is the existing building. The factory in the left foreground was completed in 1952. The new factory space will be chiefly used to build cars and light vans.

MILLIONS FOR MOTORS

£125,000,000 is to be Spent by Britain's Car Manufacturers in the Next Few Years as Part of a Great Expansion Programme which may, by Improving Production Methods and Increasing Output, Keep Down Costs and Prices

By "THE SPHERE" MOTORING CORRESPONDENT
WITH SPECIAL DRAWINGS BY VICTOR COVERLEY-PRICE

EVERY week during the month of January, 17,287 cars and 6,347 commercial vehicles rolled off the assembly lines in Britain's motor factories in Coventry, Birmingham, Dagenham, Luton, Cowley and other manufacturing centres. About half of them were earmarked for export to 150 separate markets in many different parts of the world. Never before has Britain's great motor industry turned out cars, trucks, buses, taxis and coaches at such an amazing rate.

At peak periods one vehicle is completed every ten seconds of the working day. All over the world, in widely contrasting climates, British cars are skipping along the highways on business and pleasure — Austins, Fords and Morrises; Standards, Hillmans, Humbers, Triumphs and Daimlers; Jaguars, Vauxhalls, Armstrong-Siddeleys, Bentleys and Rolls-Royces; Bristols, Sunbeams, Aston-Martins and M.G.s; Wolseleys, Rileys and Rovers; and many others. What an impressive list it is! With what justifiable pride can the motor industry contemplate its production and export achievements!

In 1954 the number of cars and commercial vehicles built in Britain in a single year exceeded 1,000,000 for the first time. The actual figures were: 769,165 cars and 270,025 commercial vehicles. That was 174,357 cars and 29,932 commercial vehicles more than were built in 1953. It was an all-time record. And about half the total was sold abroad, in the face of growing competition from the United States, West Germany, France and Italy. The total value of all the motor industry products exported in 1954 amounted to the almost unbelievable figure of £340,000,000—a record.

The number of cars exported totalled 366,084 and fetched £118,500,000 (only £650,000 less than the previous best export year, 1951). Commercial vehicles sent abroad numbered 126,732 and their value was £69,300,000 (£6,000,000 more than in 1953). Figures can be dull, but there is inspiration for all in this recital of a great industry's achievements—inspiration which reaches out to chairman's office and gatekeeper's hut; to the men in the drawing offices and those toiling in the foundries.

There is certainly no complacency in the motor industry just now. On the contrary, our car manufacturers refuse to be satisfied with recent achievements, and, in fact, the industry is on the threshold of a huge expansion. A total of about £125,000,000 is to be spent by the car manufacturers alone in the next few years to improve production methods and increase output to a point at which they can, by keeping down their prices, compete more effectively with their foreign rivals.

These expansion plans have been made on a long-term basis, but benefits will begin to accrue this year. It is estimated, indeed, that 1955 will see an increase of between 15 and 20 per cent. in overall production. At best, that means 1,250,000 vehicles. And it is hoped that by the end of 1959 total annual output will top the 1,500,000 mark.

If the manufacturers are to hit this target the whole of the motor industry must be geared-up. The makers of all the component parts that go into the building of a car must increase output too; things like steering wheels, door handles, windscreens, upholstery, tyres, batteries, dynamos, and so on. They are aware of this need, and have undertaken an overall total capital expenditure of £100,000,000 to expand production. This figure was recently announced by the chairman of the Midland Regional Board for Industry.

The supply of steel bodies could be the worst bottle-neck as the motor industry increases its output of cars, so it is encouraging to learn that some of our body-building plants are being extended. Although the production of sheet steel in Britain rose by 16 per cent. in 1954 to a figure of some 2,000,000 tons, it is significant that imports of sheet steel, mainly from the United States, but also from Belgium, rose sharply to an annual rate of 170,000 tons. It is estimated that during the present year Britain will import 220,000 tons from the United States alone.

Of the car firms themselves, the most ambitious expansion programme is that announced

THE B.M.C. PLANT IN AUSTRALIA, WHICH WILL PRODUCE 1,000 CARS A WEEK: A section of the British Motor Corporation's 20-acre site at Fishermen's Bend, Melbourne. The installation of plant will be completed by the spring of 1956, when 1,000 cars will come off the assembly lines every week. The 250,000-sq.-ft. factory is part of B.M.C.'s £A3,000,000 development plan in Australia.

THE INGENUITIES OF MODERN INDUSTRY ARE INCORPORATED IN THE PRODUCTION OF MOTOR-CARS : A section of the giant transfer machine engaged in the production of cylinder blocks for the British Motor Corporation. The complete installation has three such sections, and will turn out one machined cylinder block every 3½ minutes.

E ASSEMBLY LINE, A TRIUMPH OF INDUSTRIAL EFFICIENCY : The assembly of every car comes nearer to completion at each stage on the lines in the Austin Car Assembly Building at Longbridge, Birmingham. This is regarded as one of the most advanced car assembly plants in the world, and the output of vehicles from this line makes a substantial contribution to the British Motor Corporation's target figure for 1955—10,000 vehicles a week from the Austin works at Longbridge and the Morris works at Cowley.

f the Ford Motor Company, who build Populars, onsuls, Zephyrs, Anglias, Prefects, and a wide range of mmercial vehicles and tractors at Dagenham, Essex.

The Ford programme will take five years to complete d will cost £65,000,000. It is designed to increase oductive capacity substantially. Details of each ement of the programme are not available, but the neral plan includes the construction of a new foundry work has already begun on this—a new press shop d a large expansion of manufacturing facilities. Floor aceswill be increased by a total of about 4,000,000 sq. ft. In addition to development at Dagenham, certain tivities are being transferred to satellite factories in the neighbourhood. On a 10-acre site at Basildon New Town ground clearance is in progress for the erection of a single-storey building, with 200,000 sq. ft. of floor space, which will be used for miscellaneous machining operations. A 15-acre site is being cleared at Aveley for a similar building for use as a spare-parts depot. A number of buildings, with floor area totalling 180,000 sq. ft., have been acquired at Woolwich Arsenal, and as and when they are released by the Ministry of Works they are being brought into use for miscellaneous machining operations. The location is likely to be fully operative by midsummer.

Several hundred thousands of pounds are to be spent on improving facilities at the Leamington foundry, which will become one of the most up-to-date in the Midlands, and second only in this country to the new Dagenham foundry. The company's labour force, at present 41,000, is likely to exceed 50,000 when developments have materialised in all plant locations. Last October production was in the region of 1,300 cars, commercial vehicles and tractors every day. It has since risen to over 1,400 units daily.

Another spectacular expansion programme, involving the expenditure of £36,000,000, was announced for Vauxhall Motors last September by Mr. Harlow H. Curtice, President of General Motors Corporation, the huge U.S. organisation which controls Vauxhall. The

(Continued on following page)

ANOTHER BRITISH FIRM EXPANDING IN AUSTRALIA—THE ROOTES GROUP EXTENSIONS AT MELBOURNE: Our artist visualises the Rootes factory at Fishermen's Bend, Melbourne, the now under construction have been completed. Half the main factory block at right will be new. The new buildings are costing more than £1,000,000, and will almost t production area. The Fishermen's Bend extension is only part of the Rootes Group's overseas expansion programme, which will increase the floor space of their installati

MILLIONS FOR MOTORS

(*Continued from previous page*)

plan will take five years to complete, and since Mr. Curtice's announcement the company has taken steps to increase Vauxhall's share capital from £7,100,000 to £16,300,000.

The scheme is designed to double the Company's present output—which in 1954 totalled 130,000 Vauxhall Wyvern and Velox cars and Bedford trucks—and will give an increase of 3,000,000 sq. ft. of floor space to the present factory area of 3,500,000 sq. ft.

The Luton (Bedfordshire) factory, which at present measures 3,500,000 sq. ft., is to get new buildings with 1,500,000 sq. ft. of floor space. This will largely be used for the production of cars and light vans. Except for a new boiler-house, the extension at Luton will consist of a single two-storey building of 1,432,000 sq. ft., adjoining the present factory. It will include a basement store for wheels, tyres, etc. This block will house a new press shop for passenger-car sheet-metal components. It will also take care of all car body-building, painting and trimming operations; and of passenger-car final assembly. The present press shop will be used mainly for the manufacture of Bedford cabs, van bodies and various other commercial vehicle components.

The Dunstable factory, six miles away, now of 264,000 sq. ft., is being extended to 800,000 sq. ft. at a cost of £2,000,000, as announced last May. Under the £36,000,000 scheme, it will be enlarged to 1,630,000 sq. ft. The manufacture, assembly and export packing of Bedford trucks will be concentrated at this plant, in a building 2,050 ft. long and 480 ft. wide, containing approximately 1,300,000 sq. ft. of floor space. The only truck operations remaining at Luton will be the production of pressed steel components and the manufacture of cabs and differential assemblies.

An upper floor in this building will house a laboratory and inspection headquarters, and will also be used for the manufacture of spare parts for non-current models. The space made available by the transfer of passenger-car operations to the new Luton building will be used to increase the production of truck cabs, van bodies and machine parts. The removal of truck manufacture to Dunstable will increase the space available for the production of car components at Luton.

Work is already going ahead fast at both sites. Before building can start on the Luton extension more than 1,000,000 tons of chalk must be dug away from a hillside, and this excavation work is more than half completed. At Dunstable the 555,000 sq. ft. extension now being built should be completed later this year, and some truck-manufacturing operations will be moved there from Luton during the summer.

BUILDING THE NEW COMMER-KARRIER FACTORY AT DUNSTABLE: The new factory, which will cost over £1,000,000, covers 300,000 sq. ft. and will deal with assembly, vehicle testing and vehicle despatch. The new factory will fit in with the existing Commer-Karrier plants at Luton and Dunstable, and will make greater output possible.

When the expansion is complete the number of employees at Luton will remain unchanged at about 14,500, but at Dunstable the number of workpeople will be greatly increased.

And what of the great British Motor Corporation, into which the Austin and Nuffield car-building empires were merged a few years ago? Sir Leonard Lord, B.M.C. chairman, said the other day that he "did not intend to bandy millions" with his British competitors. The fact is, however, that the Corporation is spending at least £9,000,000 on expanding its factories in Britain, Australia, New Zealand and South Africa to bring total B.M.C. production up to 10,000 vehicles a week later this year and up to 12,500 a week next year.

The Corporation already possesses, at Longbridge, just outside Birmingham, one of the most up-to-date factories in Europe. Here the Austins are made. Production of Morrises, the Corporation's other best-selling range, is still concentrated at Cowley, Oxford. The other B.M.C. products which will roll off the assembly lines in ever-increasing numbers are Rileys, Wolseleys, M.G.s, and a wide assortment of commercial and agricultural vehicles.

New buildings are going up at Cowley and considerable extensions are being planned for Longbridge. They are also enlarging the press works in Birmingham of Fisher and Ludlow, a B.M.C. subsidiary which stamps out bodies for the Corporation and for a number of other firms in the industry.

For Australia, B.M.C. has a £A3,000,000 development plan. By August this year Sir Leonard Lord hopes there will be an output of 1,000 engines a week in his new factory in Sydney, Australia. In Melbourne

(*Concluded overleaf*)

ON THE HILLMAN ASSEMBLY LINE: The highly polished bodywork of the cars on the unusual, double assembly line gleams under the lights of the Rootes factory at Ryton-on-Dunsmore, Coventry. The Rootes Group is improving assembly facilities at home and abroad at a cost of £10,000,000. Like most British motor manufacturers, Rootes are making full provision for the ever-increasing demands on production for the export market.

E TESTING AT THE EXPANDING JAGUAR FACTORY IN COVENTRY: A section of the engine test bay where every individual Jaguar engine produced undergoes exhaustive bench testing for a period of five hours before it is fitted into the car. Then the engine undergoes further testing on the road. The Jaguar Company's expansion programme for this year provides for a 40 per cent. increase in production in the 1,000,000 sq. ft. Coventry factory. New plant and equipment will be installed.

THE NEW LAND-ROVER FACTORY UNDER CONSTRUCTION AT SOLIHULL: The Rover Company's £3,000,000 factory expansion scheme under way at their Warwickshire headquarters. The purpose of the new factory is to enable production of the Land-Rover to be increased to 200 a day. Only nine months have been allowed for the building of 100,000 sq. ft. of floor space, and it was to enable work to continue in the winter months that oil-fired space heaters were set up on the building site. The architects, Hasker and Hall, have designed the upper parts of the walls to be of a composite aluminium panel incorporating insulating materials which ensure heat conservation.

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(*Concluded from page 496*)

the Corporation has bought a 20-acre site at Fishermen's Bend, with buildings which have a floor space of 250,000 sq. ft. It will give a weekly output of 1,000 cars. B.M.C. hope the factory will be completed and in production by the spring of 1956.

Equipment alone—much of it designed and built in Australia—will cost more than £A1,000,000. It will enable body panels from B.M.C.'s press shops to be built up into body shells and then rust-proofed, painted and trimmed. Mechanical components produced at Sydney will then be added on final assembly lines, and the completed vehicles, mainly cars of 1,200- and 1,500-cc. capacity, will be despatched by rail, road and ship to all parts of Australia.

In South Africa, B.M.C. have built a plant measuring 200,000 sq. ft. on a 110-acre site at Blackheath, 16 miles from Cape Town. It has cost £400,000 and equipment will cost another £200,000. Assembly of Austin cars is scheduled to begin there in July. At present B.M.C. products are assembled in South Africa by the Corporation's distributors.

The Rootes Group, makers of Hillman, Humber and Sunbeam cars and Commer trucks, are improving assembly facilities at home and abroad at a cost of £10,000,000. The floor space of their manufacturing installations overseas, in five continents, is being increased by 50 per cent. to meet a growing demand in Britain's export markets: a popularity which is partly due to the Rootes Group's successful participation in motor sport, especially with its Sunbeam models.

It was in a Sunbeam that Miss Sheila Van Damm won the rallies which gave her the title of Woman Rally Champion of Europe for 1954.

Other big Coventry firms which are planning to expand output are the Standard Motor Company, whose products include the Vanguard, Standard Eight, Standard Ten, Triumph TR2 two-seater sports car and the Ferguson tractor. There are also Daimlers, who introduced a number of new models at the last Motor Show, and who are doing particularly well with the Daimler Conquest.

Jaguar Cars Limited last year sold 12,000,000-dollars-worth (£4,250,000) of Mark VII saloons and a variety of sports models to North America alone. Manufacturing area and production figures of Jaguar Cars Limited have both more than doubled in the past few years. In 1952 the company left its old factory which, after a series of expansions, occupied a floor area of 500,000 sq. ft., and moved into its new 1,000,000-sq.-ft. factory. Since then an increasing demand for Jaguars has taxed the firm's factory capacity to the full, and plans are now being put into operation to step-up production by 40 per cent. This will be achieved mainly by the use of new plant and equipment and some factory extensions are already going forward. Last year's output and export figures were the highest in the company's history.

THE NEW ROVER TRACK FOR VEHICLE TESTING: A Land-Rover is seen on the newly constructed track near the Rover Company's Solihull works. On this track, nearly 2½ miles long, all Rover cars and Land-Rovers will, in future, be tested. The specially built road is 20 ft. wide, and it is expected that in its first year a mileage of 750,000 will be completed. The output of cars at Solihull will shortly be increased by 50 per cent.

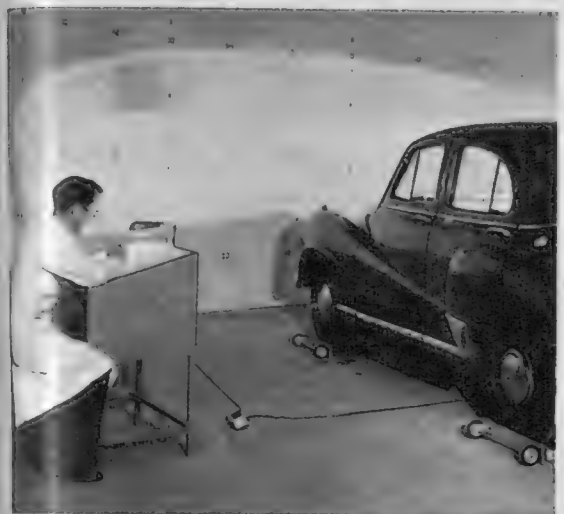
At Solihull, in Warwickshire, the Rover Company is enlarging its plant at a cost of some £3,000,000. This will enable it to step up Land-Rover production to 200 a day and to increase car production by 50 per cent. Since the Land-Rover was first introduced in 1948 it has been consistently successful as a general purpose vehicle, and during the last three years 84 per cent. of production has been exported.

Additional factory space is being built on land adjoining the Rover Company's Meteor Works at Solihull and extensions are being made to the firm's other factories. It has recently completed near the Solihull factory a new track, nearly 2½ miles long, on which in future all Rover cars and Land-Rovers will be tested. It is a specially built road, 20 ft. wide, and it is estimated that even in the first year a mileage of 750,000 will be completed. It has been made necessary by the difficulty of carrying out consistent tests on the open road now that traffic congestion has become so acute in built-up areas.

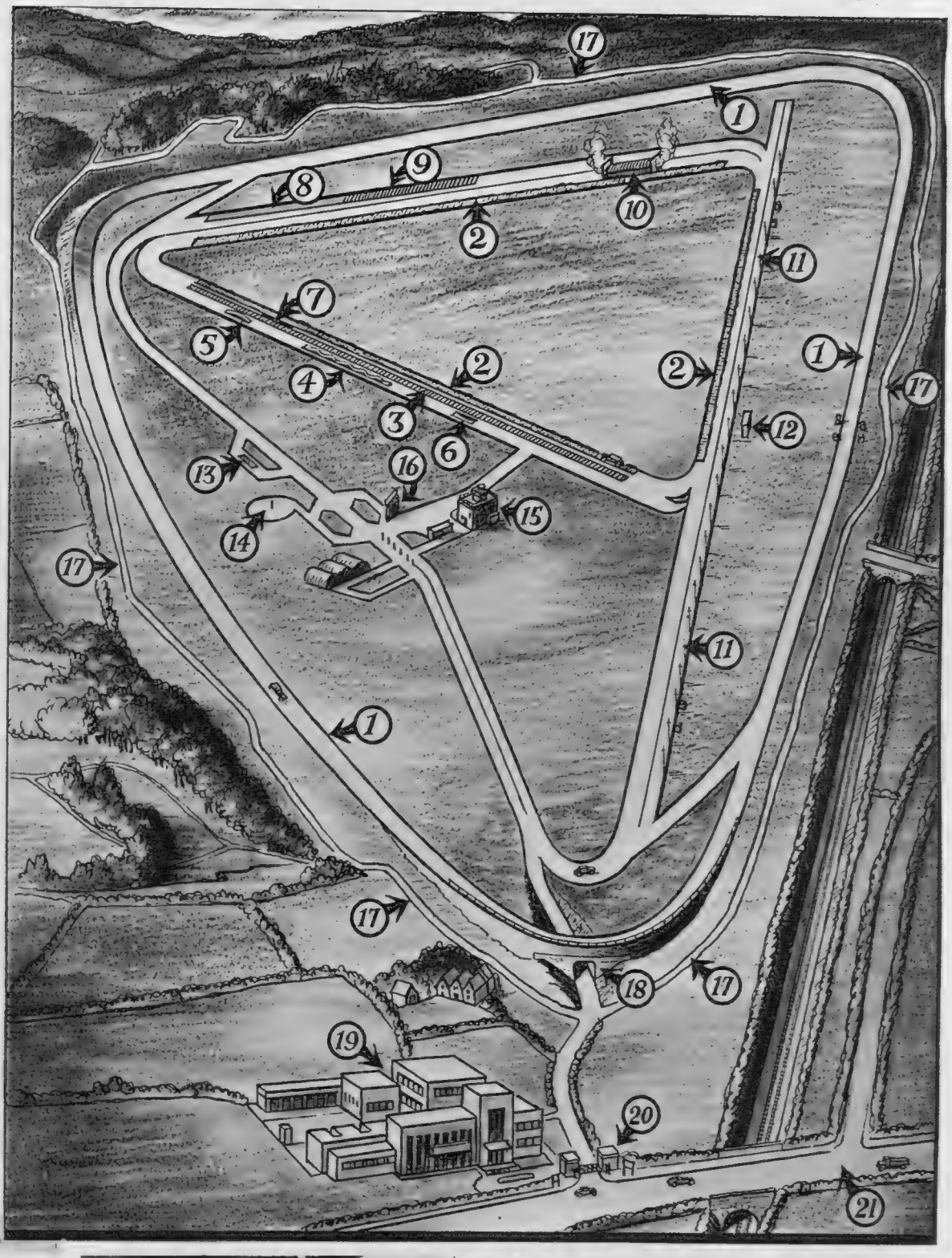
This track does not in any way take the place of any of the facilities established by the motor industry on a co-operative basis at Lindley, near Nuneaton, through the agency of the Motor Industry Research Association. This proving-ground deserves special mention in any review of the industry's expansion plans, both because of what it has already achieved and because of its growing importance.

Further improvements are planned for this £500,000 establishment, in spite of the fact that it is already the best of its kind in Europe. One important plan is the creation of a special section to study the design and constructional features of leading foreign makes

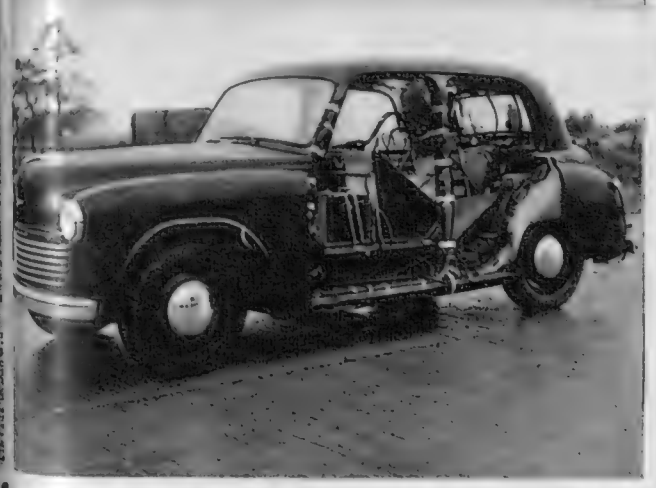
HE MOTOR INDUSTRY RESEARCH ASSOCIATION AT WORK: The waterproofing of underparts of vehicles and ignition systems is tested in the Shallow Water Splash at the M.I.R.A.'s proving ground at Lindley, near Nuneaton.



WARDS BETTER VISION FOR THE DRIVER: A car undergoes a test on the driver-visibility screen at the M.I.R.A. laboratory. Two lights are placed in the positions occupied by the average driver's eyes, and the shadows cast by windscreen pillars, the bonnet and other projections are plotted. It can then be assessed how much these projections interfere with the driver's vision.



THE M.I.R.A. PROVING-GROUND AT LINDLEY: 1. High-speed Circuit, with banked corners; 2. Pavé Track; 3. Corrugated Track; 4. Long-wave Pitching Track; 5. Single Bump; 6. Dip; 7. Shallow Water Splash; 8. Quiet Surface; 9. Noise-generating Track; 10. Dust Tunnel; 11. Timing Straight; 12. Timing Hut; 13. Wading Trough; 14. Steering Pad; 15. Control Tower; 16. Fuel Station; 17. Cross-country Track; 18. Entrance Tunnel to Proving-ground; 19. Laboratory Site; 20. Main Entrance; 21. Watling Street (A5). The Motor Industry Research Association was formed in 1946 to undertake co-operative research for the motor industry of this country. Nearly 900 member firms subscribe two-thirds of its income, and the remainder is received as a Government grant. M.I.R.A. is governed by a Council representing all interests in the motor industry, including vehicle operators.



SURING STRESSES IN VEHICLES: This car is fitted with the M.I.R.A. 4-Channel Dynamic Strain Recording Equipment, which, when used in conjunction with wire resistance strain gauges, can measure the stresses to which vehicles on the road are subjected.

RECORDING NOISE: This magnetic tape-recorder, designed and built by M.I.R.A., faithfully records noise in vehicles. These recordings are subsequently analysed in the laboratory.

THROUGH THE DUST TUNNEL: A car emerging from the 200-ft.-long tunnel. The white china-clay dust, similar in essential properties to tropical desert dust, searches out bad sealing of body-work and luggage boots.

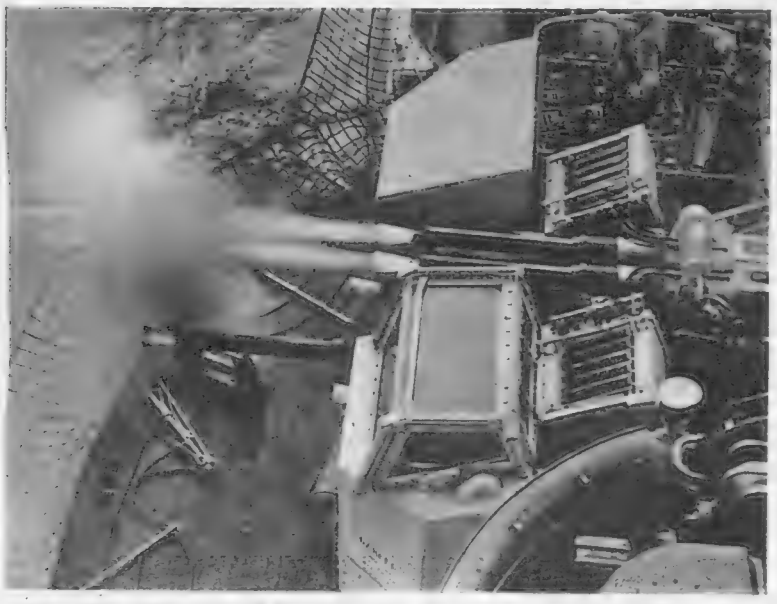
h great thoroughness. "We propose to select ign vehicles of special interest and report on all ects of their performance and construction to mbers of the motor industry," says Mr. A. Fogg, I.R.A.'s Director.

The testing-ground at Lindley already possesses 150-m.p.h. high-speed track nearly three miles with three steeply banked bends, a dust uel, water splashes, and special tracks with pavé, ugations, noise-generating surfaces and other reign" features.

M.I.R.A. are now considering, in addition to the ign vehicle section, further extensions. One is provision of facilities to study the performance characteristics of all types of vehicles under eme temperature conditions, both hot and cold. there is the extension of the pavé track—already miles long—in the form of a series of curves to investigate steering problems. It is also hoped to create substantial areas of notoriously bad road surfaces to make possible the systematic study of vehicle stability on curves and in other rough-riding conditions.

Enough has been written to show with what seriousness and determination the British Motor Industry—which is responsible for almost one-eighth of Britain's total exports—is facing the future. It is fully alive to the growing menace of foreign competition in the export markets of the world, and by improving its production methods, increasing its output and doing all in its power to keep down the price of its products—while maintaining the traditional British quality—this virile industry hopes to hold its place as the world's biggest exporter of cars and commercial vehicles.

AN AIRCRAFT CARRIER IS REFUELLED: A line is fired from the aircraft carrier *Centaur* to the oiler *Olna* during Exercise "Sea Lance," the Combined Exercise of the Home and Mediterranean Fleets in the Western Mediterranean. One of the main objects of the exercise was to test defences against submarine attacks and atomic bombing from the air on a convoy bound for Malta.



GUNS OPEN FIRE: The Bofors guns on the aircraft carrier *Albion* fire a practice shoot during "Sea Lance." *Albion* was in the convoy escort, which included aircraft carriers, cruisers, "Darings" and frigates.

The Royal Navy showed in full measure its new weapons and equipment during the recent Exercise "Sea Lance" in the Mediterranean. Taking part were the combined Home and Mediterranean Fleets. With them was the Duke of Edinburgh in the Royal yacht *Britannia* which, during atomic attacks, assumed her wartime role of a hospital ship.

The "plot" of the exercise was familiar—a convoy had to get through to Malta. What gave it a new look was that it was presumed the attackers from the air were using atomic bombs. White smoke was used to simulate their explosions. When "atom bombs" exploded, on the convoy and escorts, bridges were vacated and ships navigated by radar from chart-rooms. While it must necessarily take some little time for all the results to be collated, there is no doubt that the defence was in many ways most effective.

EXERCISE "SEA LANCE"

The Combined Fleet Manœuvres in the Mediterranean, which were Watched by the Duke of Edinburgh, Showed the Navy's Capabilities Against Atomic Attack

THE FIRST SEA LORD IS SLUNG ABOARD: Admiral of the Fleet Sir Rhoderick McGrigor, the First Sea Lord, watched the exercise. Here he is being transferred by jackstay to H.M.S. *Daring* from H.M.S. *Centaur*.

ANTI-SUBMARINE HELICOPTERS: They belong to 845 Squadron of the Royal Naval Air Service and are said to be the only squadron of this type in service with any nation's forces. They are taking off from their carrier, H.M.S. *Centaur*, to take part in one of the anti-submarine actions.

WAYS PREPARED FOR ATOMIC ATTACKS: H.M.S. *Wakeful* is refuelling at sea from the oiler *Olna*. But even when ships were replenishing, anti-atomic formation and readiness were maintained. *Wakeful* is one of the Navy's fast anti-submarine frigates. Something of her modern detection equipment can be seen round her superstructure. Six of this class of ship were with the force protecting the convoy. At one point in the exercise two attacking submarines were judged "sunk."

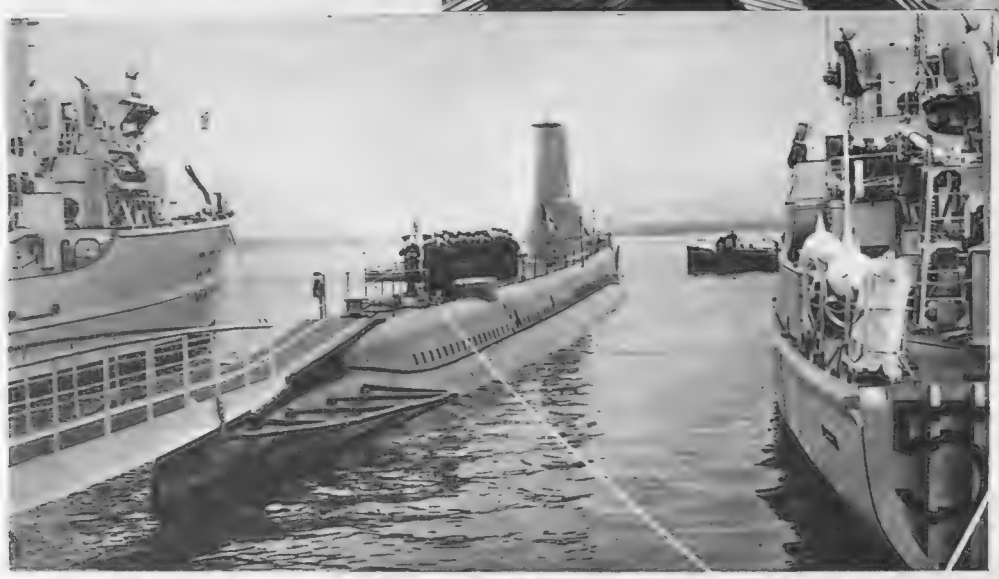
DUKE OF EDINBURGH ARRIVES IN MALTA: He had watched "Sea Lance" in the Royal yacht *Britannia*, which acted as a hospital ship during mock atomic attacks. At the end of the exercise *Britannia* led the Fleets into Grand Harbour at Valetta, in Malta. After this impressive spectacle, the Duke came ashore and saluted the Queen's Colour of the No. 40 Commando Royal Marines, who provided the guard of honour. He had a busy programme arranged for his stay on the island.

NEW SHIPS

A British Motor Cargo-Vessel; Two Italian Warships; An Unfinished American Battleship

On right—

A MOTOR-DRIVEN CARGO-VESSEL IS LAUNCHED: The M.V. *Port Melbourne* takes to the water in the shipyards of Harland and Wolff in Belfast. The naming ceremony had been performed by Mrs. Donald, the wife of Mr. W. Donald, C.B.E., Chairman of the Port Line. The *Port Melbourne* is a twin-screw, motor-driven cargo-vessel of the Shelter-deck type. She will have an overall length of about 533 ft. and a gross tonnage of 9,800 tons. There are three complete steel decks and the hull is divided into nine watertight compartments by watertight bulkheads. The ship has six main cargo-holds, three forward and three aft. Some of them are insulated for the carriage of refrigerated cargo. All the officers and crew will be accommodated in deckhouses amidships. Almost every member of the crew will have a single-berth cabin. The *Port Melbourne* will also be able to carry twelve passengers. In the Boat Deckhouse she will have eight single-berth and two two-berth rooms, each room having its own private bathroom. Passengers' facilities will include a lounge, a reading room and a verandah.



AMERICA HANDS OVER A SUBMARINE TO ITALY: The Italian crew stand on the deck of the *Enrico Tazzoli*, after she had been handed over by the U.S. to the Italian Navy at Taranto. The ship was accepted by the Italian Minister of Defence. An Italian submarine of this name was sunk during the war.

ANOTHER ADDITION TO THE ITALIAN NAVY: The *Cigno*, a naval escort ship, goes down the slipway at Taranto. She was launched by Mrs. McDowell, the wife of Commander McDowell, one of the United States Naval Attachés. The *Cigno* has been built under the terms of the N.A.T.O. construction programme. She is the latest addition to the Italian Navy.

On left—

AMERICA'S PROBLEM WARSHIP: The half-finished battleship *Kentucky* lies in a dock at Norfolk, Virginia. The *Kentucky* (45,000 tons), one of the "Iowa" class, was ordered under the construction programme of 1940. Work on her was suspended in 1944, 1946, and again in 1948. She is said to be 70 per cent. complete, with machinery installed. She was floated out of her building dry-dock five years ago. It was understood that her armament was to be modified so that she could carry guided missiles. But work was stopped. Recently, Representative William E. Hess, a member of the Armed Services Committee of the House of Representatives, has suggested that she should be fully converted to a guided-missile ship.

MR. DONALD CAMPBELL'S TURBO-JET HYDROPLANE REACHES 150 M.P.H. ON ULLSWATER: The pictures on this page show *Bluebird* during the trials which are being carried out on the Cumberland—Westmorland lake. Mr. Campbell hopes this year to make an attempt on the world water-speed record of 178·497 m.p.h. held by America, thus regaining the record once held by his father, the late Sir Malcolm Campbell.

"BLUEBIRD'S" SPEED TRIALS

The American Navy has Expressed Interest in the Progress of Mr. Donald Campbell's Jet-propelled Hydroplane at Ullswater

Mr. Donald Campbell's speed trials with *Bluebird*, which are taking place at Ullswater, are this year being watched with more than ordinary interest. The Admiralty is making a study of the lessons learned from the jet-propelled hydroplane, for, as Mr. Campbell is reported to have pointed out, nothing is known about the behaviour of water-borne craft at speeds of 150 m.p.h. and upwards. It is possible that the principles of the *Bluebird* could be applied to such naval vessels as coastal motor torpedo-boats. It has also been stated that the United States Navy has approached the Admiralty with a request for information about the *Bluebird*. Mr. Campbell has said that he would be pleased to help the American Navy, for he believes it probable that *Bluebird* can form the basis for a useful war weapon.

The trials at Ullswater are, nevertheless, confined to the attempt on the world water-speed record which Mr. Campbell hopes to make later this year. The present record is held by an American, Mr. Stanley Sayers. It is not expected that the attempt will be made before early June.

SIDELIGHTS ON THE FOOTLIGHTS

A Guitry Film Première in Paris; Rehearsals at Stratford; Ballet Performances Before Royalty; A New Comedy in London

THE FIRST SHOWING OF SACHA GUITRY'S LATEST FILM: In honour of the Grand Old Man of the French Theatre, the gala première of his new film *Napoleon* was given at the Opera in Paris. In this picture, at the theatre, M. Guitry, who directed the film as well as playing in it, is second from the right. The President of France, M. René Coty, who attended the première, is on the right. On the left is Lana Marconi, Guitry's wife. She has the part of Marie Walewska. Next to her is Clement Duhour, the producer, who also appears in the film as Marshal Ney. The proceeds from this gala were given to French Army charities.

STARS AT STRATFORD: From the left Angela Baddeley, Sir John Gielgud, Vivien Leigh and Sir Laurence Olivier stand on the terrace of the Memorial Theatre during a break in rehearsals for this year's Stratford season, which opens on April 12. The first play will be *Twelfth Night*. Sir John Gielgud is directing it. Other plays to be given this season are *All's Well That Ends Well*, *Macbeth* (with the Oliviers as Macbeth and Lady Macbeth), *The Merry Wives of Windsor*, and *Titus Andronicus*.

DANCING BEFORE ROYALTY: Beryl Grey and John Field, as Odile and Prince Siegfried, dance the Pas de Deux and the Variations from Act III of *Lac des Cygnes*. Last Tuesday they gave this extract from the ballet at a Gala Performance at the Royal Opera House, Covent Garden, which Princess Margaret was to attend. Extracts from other ballets included *Façade* and *The Firebird*. On Wednesday, Miss Grey and Mr. Field were to fly to Stockholm, for a fortnight of ballet in the Opera House there. It is expected that the King and Queen of Sweden will see them. On their return they will again be dancing before Royalty. On April 13 they are taking part in the Royal Command Performance at Blackpool before the Queen and the Duke of Edinburgh.

"MISERY ME": The new comedy at the Duchess Theatre in London is by Denis Cannan. At an inn assemble a young man, Adam, played by George Cole, a young woman, Cornelia (Yvonne Mitchell), Bombas (Clive Morton), a business man aiming at political dictatorship, and Julius Ring (Colin Gordon), a Communist agitator. Bombas and Ring have in common their desire for Cornelia. But she cares for Adam, and gets rid of her other suitors by sending them on a wild goose chase in the mountains. In the picture *above*, Ring (back to camera) and Bombas warm themselves by the fire after their mountain adventure. With them are the Innkeeper (Philip Stainton) and the Waitress (Eileen Moore).

***On left*—**
THE MISERABLE LOVERS: At the start of *Misery Me*, Adam (George Cole) and Cornelia (Yvonne Mitchell) are so desperate they make a suicide pact. Then their love intervenes. They are here in one of the resulting comedy scenes.

ONE OF THE LAST MEETS OF THE SEASON : The Chiddingfold Farmers' Hunt moves off after the Meet at Dunsborough Park, the home of Florence Desmond, the actress, at Ripley, Surrey. Leading the field is the Master, Mr. F. Raymond Stovold. The Meet took place last week-end and was watched by a big crowd of local people. The country of the Chiddingfold Farmers', which is loaned from the Surrey Union and Chiddingfold and Leconfield Hunts, covers the North Downs and hills south of them. It is a populous district, hilly and heavily wooded. The pack was formed in 1943.

OUT IN THE COUNTRYSIDE

The Chiddingfold Farmers' Hunt Meet at the Surrey Home of Florence Desmond; and the Yorkshire Setting for a Historic Horse Race

On right—STIRRUP CUP FOR THE MASTER : Miss Florence Desmond offers refreshment to Mr. Stovold at the Meet of the Chiddingfold Farmers' Hunt at her home in Surrey. Miss Desmond's husband, Mr. Charles Hughesden, was also at the Meet.

A WEIGH-IN IN VAIN FOR AN ANCIENT YORKSHIRE HORSE RACE : Seventeen-year-old Miss Denise Lawson being weighed-in by the Clerk of the Course (Mr. R. H. Rushton) for the race founded in the fifteenth century, which is run over a four-mile course at Kipling Cotes, on the Yorkshire Wolds. Unfortunately Miss Lawson was unable to find a horse to compete in the race, so the only other entrant, Mr. Andrew Stephenson (on right), completed the course unchallenged. He is seen passing the winning-post, cheered by enthusiastic spectators. It was his third successive win. The prize for the winner is the interest on a bequest of £465. The race is on the third Thursday of March.

QUEEN ELIZABETH AT THE GOLDSMITHS' HALL IN LONDON: The Queen, wearing an ink-blue velvet coat bordered with white mink, and an ermine tail bandeau cap, talks with Mr. R. S. Rana, a student. The reception was given by the Worshipful Company of Goldsmiths for guests of the Dominions Fellowship Trust.

A ROYAL VISIT TO EAST LONDON: Princess Margaret passes a group of Brownies and Girl Guides as she leaves the new church of St. Philip and St. James, Plaistow, after attending the Dedication Service conducted by the Bishop of Chelmsford. The new church replaces a mission church which was bombed during the war.

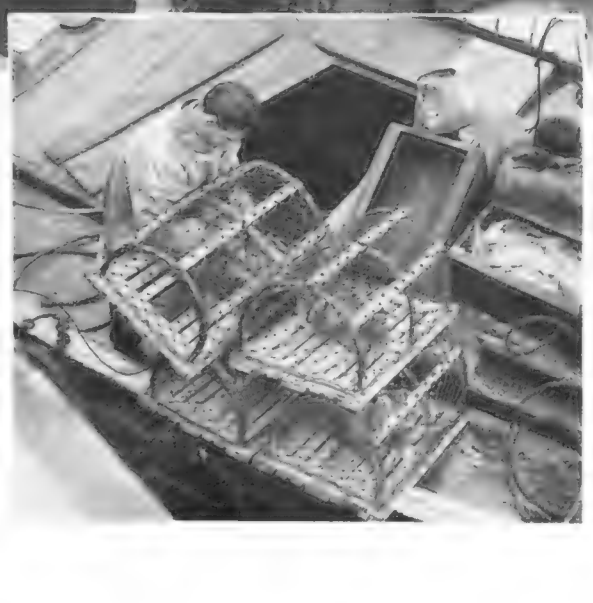
THE HOME NEWS IN PICTURES

A SURVEY OF RECENT EVENTS IN ENGLAND AND SCOTLAND

PREPARING FOR THE LOBSTER SEASON: A scene at Fraserburgh Harbour, in Aberdeenshire, Scotland, as the fishermen make ready to plant their lobster cages. In the foreground is the *Marion*, with her skipper, Andy Sim, just before setting sail.

On right—

BAITING THE LOBSTER-POTS: Dennis Sim, who also sails in the *Marion*, is seen placing cods' heads into the pots to attract the shellfish.



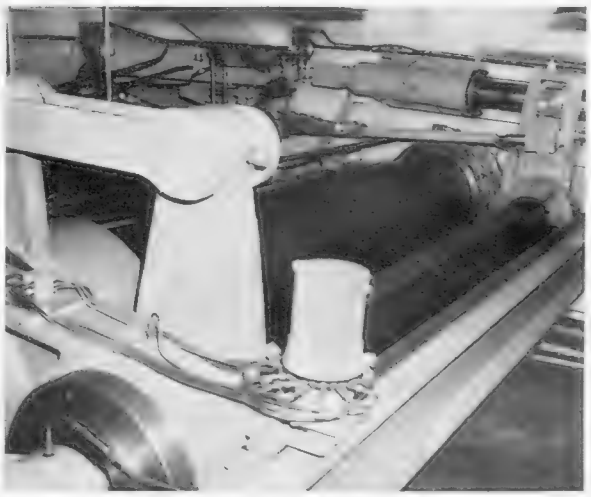
SAILING ON THE THAMES—THE RANELAGH NATIONAL TROPHY RACE: National 12-ft. dinghies are seen during the trophy race held at Putney recently. In a closely-fought race, B. Southcott, of the Tamesis Club, was adjudged the winner and thus keeps the trophy for another year. Sailing in *Impudent*, Southcott was unable to pass A. Vines, in *Flying Saucer*, for the greater part of the race, but during the last round, he forged ahead to a spectacular finish.

THE ANNUAL MEETING OF THE COUNCIL OF CHRISTIANS AND JEWS: The Archbishop of Canterbury, Dr. Fisher, shares a joke with Dr. Israel Brodie (left), the Chief Rabbi, and Dr. S. Gayon before the start of the meeting in the Hoare Memorial Hall, Church House, Westminster. During the meeting, Dr. Fisher, who was presiding, spoke of the resignation of Roman Catholic members of the Council last year. He explained that while the Vatican appreciated the objects of the Council, it did not approve of some of the methods used to implement these aims. The Archbishop added that discussions were taking place in an attempt to remove the misunderstandings

NTAGE TRAMCAR PREPARES FOR ITS LAST AND LONGEST JOURNEY: The tramcar, which is thirty years old, is seen at Blackpool before being towed to Liverpool, from where it will be taken to the United States by the liner *American Press*. The tramcar is a gift from Blackpool to the New England Electric Railway Historical Society, which is opening a permanent museum.

SEL ELECTRIC LOCOMOTIVE FOR THE "GOLDEN ARROW" RUN: A Diesel engine disc ins the water-feed pipe and is refuelled from a tanker lorry at Victoria stati n. The use of these engines over this journey is still in the experimental stage, but is likely to become regular in the near future. The runn ng-time is the same with both types, but the Diesel is easier to maintain.

THE "QUEEN ELIZABETH" IS FITTED WITH STABILISERS: The famous Cunarder lying in dry-dock at Southampton, where she was recently fitted with stabilisers to reduce roll. *Below, right*, is the mechanism which will work the stabilisers. The great shaft seen in this picture is attached to the fins and causes them to tilt in the required direction. The *Queen Elizabeth* is the largest ship to be fitted with stabilisers as yet, and, because of her size, has two fins on either side. These fins work in the same way as the ailerons of an aeroplane. If the ship rolls to port, a gyro-mechanism causes the port fins to lift their side of the liner, while the starboard fins drag their side down until the ship is once more on an even keel. The need for stabilisers arose when sail, which had a steadying effect, gave way to steam. Many different methods were tried. The type shown here was first used before the war and interest was revived when the new liner *Chusan* was fitted with stabilisers.



DEL VILLAGE IS BUILT AROUND A TWELFTH-CENTURY PRIORY N EASTBOURNE: This is the priory at Langley, on the eastern outskirts of Eastbourne, where the new village is now nearing completion. The chapel of this building is, at present, serving the community as a temporary church. *On right*—A neat row of houses in the model village. This village, which was planned over four years ago, is costing about £1,000,000 and will house more than 2,000 people. Special provision has been made for shops, a petrol station and a public-house, which will have a public hall attached. A church, schools and playing-fields are also to be included in the layout. One block of eighteen flats has been named Williams Court. This is in honour of the Borough Surveyor, Mr. Raymond Williams, who, with the help of his staff, was responsible for the initial planning of the model village.

The Sphere of Travel

WESTWARD FROM THE ISLE OF WIGHT

Some Suggestions for Holidays in South and South-West England, the Channel Islands; and a Footnote on the Lake District

By GORDON COOPER

IT is a change for me to write about holidays at home in England, yet I do so with considerable pleasure, for, surely, in all Europe there is no other land which excels this sceptred isle in variety of satisfying scenery. At least, that is my own opinion in the matter. I also hold the view, quite strongly and based on considerable experience abroad, that the good English hotel-keeper—and there are considerable numbers of them—is second to none in the art of true hospitality. Of course, the intelligent holiday-maker must pick and choose, as is indeed necessary in any country, but when he has available such trustworthy guides as Ashley Courtenay, I hardly think there should be any serious cause for dissatisfaction.

In this rather hasty tour of some of the outstanding holiday areas in England I start with the Isle of Wight which, even though it is merely separated from the mainland by a quickly-crossed channel, the Solent, conveys to the visitor a certain "foreign" atmosphere, that I found on a recent visit to be quite delightful. I was especially pleased, too, with my headquarters, the Farringford Hotel, at Freshwater, once the home of Tennyson, but now converted by Cook's into a most comfortable hotel. Fortunately, they have managed to preserve the essential atmosphere of the old house. Indeed, as I sat reading in what was once the Poet Laureate's study, I thought how fortunate it was to be a successful poet in Victorian days and to have worked in so congenial a spot.

The scenery around Freshwater is in grander mood than in the rest of the island. Another smaller hotel which attracted me, especially for anyone with a family, was the Sentry Mead, at near-by Totland Bay.

The more I travel, the more John Bullish I tend to become, and with justifiable reason. Take the matter of forests, for instance, which offer to many of us a particular delight. I am prepared to acknowledge the claims of the forests of Fontainebleau, the Black Forest, the Aspromonte and the Silas, in Southern Italy, and Bussaco, in Portugal, as being outstanding in Europe, but I still maintain that England's New Forest is second to none. It was new when William the Conqueror planned it just 900 years ago, and here to-day you will find mile upon mile of magnificent woodland where the deer are still hunted as they have been since the days of Norman and Plantagenet kings. How fortunate, too, that the greater part of the forest belongs to the Crown, and thus cannot be commercially exploited.

There are several good places at which to stay in the New Forest, but one that I found most pleasing is the Golden Hind, at Hythe, adjoining Southampton Water and not far from Beaulieu. This hotel was founded by the late Barry Neame, a gourmet whose culinary standards are still remembered and, more important, still maintained here. It has a country-house atmosphere.

On the western fringe of the New Forest is Bournemouth, which Thomas Hardy described as "a Mediterranean lounging-place in the English Channel." Bournemouth has made the most of its natural advantages—a sheltered position at the head of Poole Bay, one of the best bathing beaches on the South Coast, and a background of fragrant woods—while to these must be added an unusually interesting programme of entertainments. Then, apart from these attractions, this resort is an admirable centre for excursions to some of the best and most characteristic things in England: the New Forest; Winchester and its cathedral; Corfe Castle; and the lovely Dorsetshire country described by Thomas Hardy in his novels. Salisbury, the "Melchester" in these novels, is also within easy reach.

A "seventh heaven" hotel at Bournemouth—a special recommendation by Ashley Courtenay—is the Harbour Heights, which looks across Bournemouth Bay and across Poole Harbour to the Purbeck Hills beyond. Another recommendation is the Dormy Hotel, at Ferndown, only six miles from Bournemouth and on the edge of the New Forest. Its character is similar to that of the Golden Hind at Hythe.

When English people talk of the West Country they mean, roughly speaking, the area covered by the Counties of Somerset, Devon and Cornwall, though Gloucestershire, and perhaps Dorsetshire, might also be included. Devon, the shire of "sea-kings" who discovered new worlds, differs from all other English counties. Like Cornwall, it is bounded north and south by the sea. Its green fields are divided by high banks, with hedges growing on top of them. Villages are built on the steep sides of the hills, villages of narrow streets, dazzling whitewashed cottages, with thatched roofs and deep porches with stone benches. The churches have tall, pinnacled towers of granite which have weathered the Atlantic gales for centuries. Here, indeed, is the England of which exiles dream.

On the south coast the most fashionable centre is Torquay, built, like Rome, on the sides of seven hills, protected from the north wind, where one can bask all the year round in warm, sandy coves under red cliffs looking out on a vast bay of cerulean blue. Even Napoleon, prisoner-of-war on an English frigate anchored in Tor Bay on the eve of sailing for St. Helena, with every reason to dislike Torquay, described it as a "strikingly beautiful place, like Port Ferrajo, in Elba." Knowing the latter place, I cannot myself see the resemblance, especially as Ferrajo is an uninteresting little town, which Torquay certainly is not. It has a wide range of entertainments and is one of the best centres for excursions. Its famous Imperial Hotel is often regarded as being the best hotel outside of London.

Bounded on three sides by a coastline of extraordinary grandeur, with innumerable sandy coves and tiny harbours, Cornwall, in the summer, is one of the great holiday grounds of England. Having tramped round almost the whole of the coast of the Duchy, I feel that it is invidious to give special recommendations regarding resorts. So much depends on what you want: a quiet fishing village or a large resort. Remember, however, in making your decision, that the southern coast is mild and rather enervating, while the northern is much fresher and more bracing. And, by the way, here are two special recommendations given me by Ashley Courtenay: the Endsleigh, near Tavistock, which is the Devonshire seat of the Duke of Bedford, now open to the public for residence; and the Glendorgal, at Newquay, the home of Nigel Tangye and his wife, Lady Marguerite Tangye, which is a most un-hotel-like place. It lies by the sea.

Before leaving the West Country, I must make brief mention of Somerset, a county which never seems to me to get its fair share of tourist trade. Yet it has many attractions: Bath, of course; Wells, perhaps the most beautiful cathedral city in England; Glastonbury; Montacute House, and many other glorious historic homes and some lovely scenery, not forgetting the Quantocks and Mendips. Taunton is an excellent centre for exploring this part of England.

The enormous development in air-travel facilities has greatly increased the popularity of the Channel Islands for holidays. It takes just an hour to fly from London to Guernsey, 75 minutes to Jersey, and you can reach Alderney, too, this way. There are also services linking several provincial cities with the Channel Islands; inquire about these from your travel agent.

This popularity means that hotel accommodation is fully booked during the main summer months, so if you consider going to this part of Great Britain, the early reservations should be made. Each of the main islands has its own information office, with Sark coming under that of Guernsey. An official grading scheme is in force in both Jersey and Guernsey, and strict control is enforced to ensure satisfactory conditions for visitors.

It is important to point out to prospective new comers to the Channel Islands that each of the three main territories offers a different appeal. Alderney, for instance, has a simple, almost primitive character. The scenery is often wild, yet there is good bathing. There is little in the way of organised entertainment, but that is just what some people like. And, anyhow, I found there a general friendliness which comes from a small community where everyone knows each other.

Jersey is just the opposite. In St. Helier, the capital, there is a constant round of organised holiday joys. At the same time, it is quite easy to discover your own particular cove or bay around the rugged coastline, where there is either a small resort or, possibly, just a single hotel.

Guernsey, I would say, is the ideal holiday centre for the family, especially as it has on its west coast marvellous stretches of sand. Then, there is Sark, which is quite unsophisticated—not even a cinema—but which offers the finest scenery in all the group.

It was the poet Wordsworth who said that the daffodils in the Lake District stretched in never-ending line, continuous as the stars. But words, even those of a poet, will not serve to convey a sense of the charm and character of a countryside as lovely and indefinable as the English Lake District. A better medium than words, however, is to be found in the roads of the district and which place a tour there well within the capacity of any motor-car. From these roads the visitor will obtain a better acquaintance with the beauties of Lakeland than he will gain from even the most purple passages of prose or verse.

I must stress, however, that to reach the heart of Lakeland, the visitor should leave the roads and explore on foot, for it is in the remote places that the greater glories of this particular countryside are to be found.

Keswick and Windermere are the best two large centres in Lakeland, while Ashley Courtenay tells me that his especial recommendation is the Shap Wells Hotel at Shap. This lies on the eastern border of the district beside the main road between Penrith and Kendal.

A FOCAL-POINT FOR YACHTSMEN DURING THE FIRST WEEK OF AUGUST: This is an aerial view of Cowes, on the Isle of Wight, showing the yachts assembled during Cowes Week. The town is the headquarters of the Royal Yacht Squadron. The chief holiday resorts of the island include Ventnor, Shanklin and Sandown.

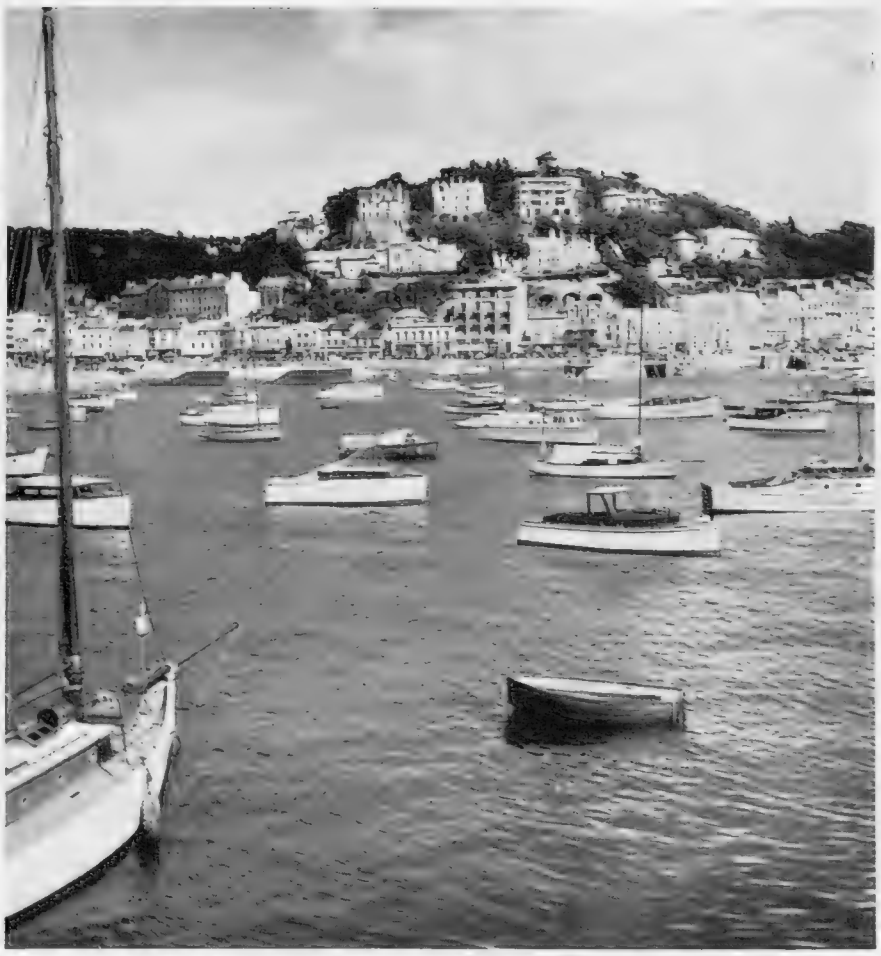
ONE OF THE MOST ATTRACTIVE STRETCHES OF RAILWAY-LINE IN SOUT DEVON: The picturesque coast between Dawlish and Teignmouth where the main-line trains run by the sea for several miles

OIL-TIME IN THE LAKE DISTRICT : Dora's Field by Rydal Water which is situated n Westmorland, between Grasmere and Windermere. It was at near-by Rydal Mount that William Wordsworth spent the latter years of his life, from 1813 to 1850.

A LAKESIDE ROAD BY ULLSWATER : The second largest of the English lakes, Ullswater, in Cumberland and Westmorland, has a total length of 7½ miles. It is divided into three reaches and lies 4 miles south-west of Penrith.

G ACROSS NEWLYN HARBOUR, IN ALL : Newlyn, almost a suburb , has a large harbour often fishing-boats and private craft. of Cornwall, between St. Ives nzance, is full of quaint harrocky coasts and fine moorlands.

On right—
"THE MOST FASHIONABLE CENTRE ON THE SOUTH COAST OF DEVON" : Torquay is built like Rome, on the sides of seven hills, protected from the north wind, where one can bask all the year round in warm, sandy coves under red cliffs.

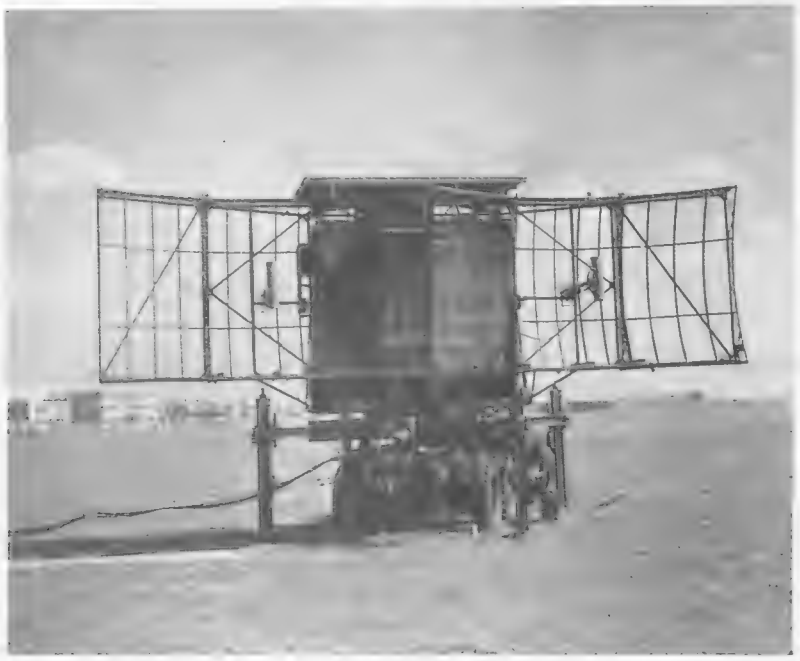


CHANNEL ISLANDS : *Left*—Mont Orgueil Castle, seen from Gorey Pier, is one of Jersey's ancient monuments. 310 ft. above sea-level, it was begun by the Dukes of ormandy in the tenth century. *Right*—Creux Harbour, Sark, which is situated in a little cove at the foot of perpendicular cliffs. The new jetty is connected with e old one by a tunnel through the cliffs. Gordon Cooper states in his article that visitors to the Channel Islands should make early reservations for hotel accommodation.

TRAFFIC LIGHTS FOR AIRCRAFT

The New Air Traffic Control Centre for Southern England

As the volume of air traffic throughout the world increases, so it becomes more important that aircraft should fly prescribed routes to avoid the danger of collision. It is the duty of the new control centre to ensure that all aircraft, both civil and military, keep to these routes. The centre is responsible for air traffic control over the southern half of England—an area extending roughly from an east-west line through Birmingham to the middle of the English Channel. To help the control staff in their task, direct telephone lines to Continental airports have been installed so that the controllers have the latest information on airliner movements. In one department, all conversations between pilots and control staff are recorded and kept for checking purposes for some two months. The London control area, which serves many other airfields, both civil and military, as well as London Airport, is one of the busiest in the world.



THE NEW SOUTHERN AIR TRAFFIC CONTROL CENTRE NEAR LONDON AIRPORT: This picture shows the long-range radar scanner and some of the buildings which house additional apparatus. This control centre, which will come into operation next week, will replace separate establishments at Uxbridge and London Airport.

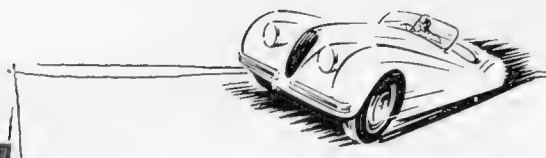
On left—
THE SHORT-RANGE RADAR SCANNER: By using both short- and long-range radar, the control centre can follow an aircraft to a distance of 100 miles.

On right—
THE HEIGHT-FINDING EQUIPMENT: An Elizabethan airliner from London Airport is seen in the background. The equipment at the control centre will ensure that planes keep to the correct routes.

PRELUDE TO THE BOAT-RACE

The Annual Head of the River Race on the Thames

On left—
THE HEAD OF THE RIVER RACE: This was the scene soon after the start of the race as the crews shot Chiswick Bridge. As had been forecast, the Thames Rowing Club gained a victory over 232 other clubs and finished the course in the fast time of 19 mins. 28 secs. This was 9 secs. faster than the R.A.F. eight, which came in second, and 16 secs. faster than London II. Rowing number six for the Thames Rowing Club was C. Porter, who last year was the captain of the winning R.A.F. crew. Although snow began to fall just before the start, the sun was shining before the leading crews reached Hammersmith Bridge, and the river was very calm.



BACKGROUND TO JAGUAR BREEDING . . .

SPA

Set in the heart of the picturesque Ardennes, the racecourse of Spa has been the scene of notable Jaguar victories in the Annual Production Car Race in which Jaguars have crowned their wins by twice returning fastest lap of the day.

*

A Chateau near Spa—Photo: Belgian Tourist Office.

JAGUAR *Grace . . . Space . . . Pace*

The World of Books

W. B. YEATS GLANCES BACK

The Irish Poet's Estimate of Oscar Wilde; the Ariège, a Lost Province of the French South; a Scholarly Survey of Medieval Cornwall; Elsa Maxwell Dashes into Print

WILLIAM BUTLER YEATS died sixteen years ago. One friend of his has said that he never lost his command of the phrase which falls like a hammer or quietly steals the breath, and he has probably struck off more jewels in eight or fewer lines than any writer in English since Walter Savage Landor. Therefore it is all the more surprising how modest the impact is of Yeats's own account of his career as a mystic, poet, playwright and propagandist which in AUTOBIOGRAPHIES (Macmillan. 21s.) he carries down to the time he went to Stockholm to receive the Nobel Prize for Literature in 1923.

There are eight portrait illustrations in this new volume, of which Yeats read the text shortly before his death. When Yeats walks the mountain-tops of literature no recognition-marks are required. His greatness is beyond question. He is incomparably the most lofty and idealistic Irish poet. There is more than a hint of it in his essay, "Ireland After Parnell." In "Four Years: 1887–1891" he writes of Oscar Wilde with a noble sincerity. Perhaps the magic of this book is reserved only for a limited circle, for Yeats dedicated it "To those few people, mainly personal friends, who have read all that I have written." In that dedication there is a measure of gentle reproof to the rest of us, certainly no touch of immodesty, and a hint of what we may expect beneath the spell of Yeats.

France, it seems, has its own version of the crofter counties, where population is sparse, work is scarce, a living has to be wrung from the land and there is rugged beauty to be seen on every hand. One of them is the neglected Department of the Ariège, which lies in the far south, nestling inconspicuously between the Haute Garonne and the borders of Andorra and Spain. Here in THE VALLEY OF PYRENE (Cassell. 21s.) Nina Epton takes us on a wonderful travel journey. Sheep, talc, and a small quantity of iron are now the chief resources of the Ariège, and caves and palæolithic relics are special attractions.

This is a land of folk-tales and legends, going back to the Saracen invaders of the eighth century. Oriental costumes are still perpetuated there, notably in the Valley de Bethmale. The chief towns are Foix (a miniature Edinburgh minus Princes Street), Pamiers (once the commercial rival of Toulouse), and Tarascon (not the Tarascon of Tartarin immortalised by Daudet, but the Pyrenean version which was once a Saracen stronghold). Here is a land of high romance and mystery, to which Nina Epton is a most enthralling guide. One may wish at times that she was a little more soberly factual so that we could get on with the planning of our summer holiday in the Ariège. But there is compensation to be found in her own deep enthusiasm for this half-forgotten corner of France. In addition to a map of the Valley, the book is well illustrated.

What a very closely-knit society England was in medieval days. How well the peasant was protected in those rights he was allowed to possess, and how considerable was the extent of communal effort. These points emerge very clearly in Dr. E. L. Elliott-Binns' scholarly and highly readable new volume, MEDIEVAL CORNWALL (Methuen. 35s.). Here is a first-rate piece of research, full of interest in everyday matters. The author, until recently a Canon Residentiary of Truro Cathedral, has spent nearly ten years on this volume, which is in many ways a companion to Mr. A. L. Rowse's *Tudor Cornwall*. Dr. Elliott-Binns shows most clearly how the honoured place Cornwall took in the triumphs of Tudor England stemmed directly from her long period of medieval preparation.

It is perhaps wise to be brutally blunt about Elsa Maxwell's autobiography. I MARRIED THE WORLD (Heinemann. 18s.) is at once racy, readable, ill-written and full of vulgarity. It contains more than one story which has gone the rounds of public life for decades past, being attributed first to one person and then to another. Elsa's mother was a doctor's daughter and her father was an insurance salesman whose real interest lay in the arts. She relates that she broke up a performance of *Mignon* by being born in a theatre box at Keokuk, Iowa, just as a road-company prima donna was struggling through her big aria. Her father was much mortified by it all, but later admitted to his daughter that she did redeem herself by yelling louder than that dreadful mezzo-soprano.

Elsa's race through life has been an extraordinary business. In this breathless autobiography we meet most of the outstanding personalities of Europe and America through half a century. The redoubtable Elsa is definitely, as Eisenhower says, a public institution. She has certainly given the world a whole lot to laugh about. It is strange that one who laughs with such full-throated abandon at the enormities of bad taste she encounters in her daily round should, on dashing into print, be so very culpable herself.

N. M. Borodin, the Don Cossack boy, had a distinguished scientific career in the Soviet Union, only to renounce Russia and all its works. In the year 1948, when on a Government-sponsored visit to this country, he suddenly saw the light, returning his London–Leningrad travel expenses with a postal-order for £3 18s. 6d. and embarking on a new career in the Western world.

One outcome of that decision is his book, ONE MAN IN HIS TIME (Constable. 21s.). This is a most important political document prepared with restraint and full of interest, especially from the standpoint of a young man's fight to get to the top in modern Russia amid all the perils of revolution, famine and the threat of war. *One Man in His Time* is a Book Society recommendation, and fully worthy of it.

Tom and Lydia Davis make a grand partnership in their book, DOCTOR TO THE ISLANDS (Michael Joseph. 15s.). Tom Davis, part-Polynesian and part-Welsh, left his home island of Rarotonga at the age of eleven to be educated in New Zealand and he returned sixteen years later to help his own people in their struggle for health and well-being. Lydia, his wife, is a New Zealander, and she shares Tom's spirit of adventure. At the end of their medical mission the Davis family made a memorable voyage

A NEW BUST OF SHAW: It had just been unveiled at the Royal Court Theatre in Sloane Square, in London, by Dame Edith Evans. With her are the sculptor, Mr. Michael Werner, on right, and the donor, Mr. Alfred Esdaile. Several of Shaw's plays had their first performances at the Royal Court.

across the Pacific to the United States in their 45-ft. schooner *Miru*. This makes an admirable tail-piece to this exciting personal adventure of two very courageous people.

When airmen are shot down into the sea a special demand is made not only upon their courage and endurance but upon their ability to adapt themselves speedily to a new and no less dangerous element than the one they have left. In DOWN IN THE DRINK (Chatto and Windus. 12s. 6d.) Ralph Barker tells eight different stories of men who have endured this ordeal and survived, thereby qualifying for membership of what is aptly called the Goldfish Club.

This is a great anthology, full of excitement and most moving in the human relationships it reveals. I admired particularly the story of Warrant Officer Micky Vertican and his men who came down somewhere in the Gulf of Gabes and eventually brought their dinghy ashore on a lonely stretch of Arab coast after suffering great privations during eleven days adrift. When the friendly Arabs brought them a pitcher of water and a basket of eggs they drank deeply, pierced the egg-shells and sucked in the raw eggs. But "Taffy" stood out for boiled eggs, and, believe it or not, on that hospitable shore he got them. The Goldfish Club had nearly 10,000 members by the end of the war. Now "all flyers since Icarus who have either ditched or baled out" are eligible for membership.

Phyllis Bentley employs a well-worn literary technique in the first half of her latest novel, NOBLE IN REASON (Victor Gollancz. 12s. 6d.). Because of this some people may feel heartily weary of Christopher Jarmayne with his soul-searching and his constant harking-back to a maladjusted past, a childhood in a northern textile town where unhappy family relationships left him in something of a mental tangle. But Christopher survives these things, and if by chance the reader survives also, he will be rewarded by a well-told second half to this story with Christopher Jarmayne, his past conquered and his future assured, emerging into the limelight of literary success. This second half is in the best Phyllis Bentley manner.

Melilot is a girl with a great gift for giving—for giving in the best sense of the word. Those whom she serves seem to have an equal facility for forgetting. They forget to send her complimentary tickets for the play she had helped to bring into being and to invite her to the party to launch the book which she has not only typed in fair copy but for which she has also done the research. Melilot is a very real, very human and all-too-often-encountered character, the victim of genius.

Melilot's father used to say "Genius is the pirate of this world." He disagreed with Carlyle's definition of "the transcendent capacity for taking trouble." But Carlyle was a Chelsea inhabitant who was something of a student of power complexes. Fittingly enough, Naomi Royde Smith has set her new novel, MELILOT (Robert Hale. 10s. 6d.), in Carlyle's Chelsea, that area between Chelsea Bridge and Battersea Bridge, round the Blue Cockatoo and the Pier Hotel where so many men of genius congregate and perhaps quite a few Melilots too. Who knows, for most folk forget them.

Across a span of over thirty years I have never quite forgotten the first impact of John Buchan's *Prester John*, hearing it read on the lawn upon a drowsy summer Sunday afternoon somewhere in Worcestershire. In this tale of the heart of Africa, with its high drama and all its sense of mystery, Laurens van der Post writes in much the same cherished tradition. Africa is in his blood, and everything he has written about it has very properly commanded immediate success. FLAMINGO FEATHER (Hogarth Press. 12s. 6d.) is the tale of two white hunters who suspect that something politically evil is being prepared in central Africa on a vast scale. One of them, Pierre de Beauvilliers, back from the war after being a prisoner of the Japanese, sees the shadow of these things even from the security of his old Cape vineyard. So, like the good hunter he has always been, he sets off on this adventure trail which takes him to Durban and to Portuguese East Africa. Finally he treks into the interior amid bush, forest, jungle and lake, which this author describes so well. Laurens van der Post is a grand story-teller. His Africa, past and present, carries an authenticity rare in fiction.

VARIABLE WINDS AT JALNA (Macmillan. 12s. 6d.) brings the story of the Whiteoak family measurably closer to our own day. This is the immediate sequel to *Renny's Daughter*, and after two years we find Maitland Sturgis coming from Ireland to seek official acceptance as Adeline's betrothed. All this will be quite intelligible to those who are following the Jalna story steadily through the years—and what a host of them there must be! Mazo de la Roche has the firm, unrelenting stride of the marathon runner, fully aware that bursts of pace are quite uncalled for.

By contrast, Earl Conrad's GULF STREAM NORTH (Victor Gollancz. 12s. 6d.) is a novel of power, pace and ruthlessness. It is a tale of seafaring life off the east coast of America, a novel with the documentary touch by an author with a highly-charged sense of the dramatic.

And now two books of a lighter kind. Elizabeth Cadell's MONEY TO BURN (Hodder and Stoughton. 10s. 6d.) is uproarious entertainment about three aunts, Elvira, Rosande and Dolly, who were without money, and for the rather simple reason that they had burnt the lot, the whole £13,000 of it.

M. E. Chaber's THE MAN INSIDE (Eyre and Spottiswoode. 9s. 6d.) also has an accent upon wealth, and its central character is Samson Hercules Carter, a most unscrupulous bank clerk who takes more than a passing delight in big diamonds. Sleuthing him is Milo March, obviously destined for immortality in the world of thrillers.

Richard Edmonds

TWO TIBETAN EXPLORERS: André Migot and Ella Maillart are seen rock climbing at Fontainebleau, near Paris. Both are distinguished for their travels in the Far East. Dr. Migot's book *Tibetan Marches* has recently been published in London (Rupert Hart-Davis. 18s.).

THE SEA HERITAGE (Museum Press. 30s.), *by Admiral Sir Frederic Dreyer, is not only an autobiography, but also a study of maritime warfare and British naval history over the past fifty years.*

Two new books to be published on Monday, describe two of England's oldest cities. One is **THE STORY OF CANTERBURY** (12s. 6d.), *by E. F. Lincoln, and the other,* **THE STORY OF WINCHESTER** (10s. 6d.), *by Norman Wymer.*

Pastimes in **HOW TO LIVE WELL ON YOUR PENSION** (Faber. 12s. 6d.), *by W. P. A. Robinson, range from cocktail recipes to cloche gardening, and from philosophy to poultry farming.*

The crimes described and analysed in **MURDER IN FRANCE** (Constable. 15s.) *range from the 1850's to the 1940's. The author is Alister Kershaw, and he introduces his accounts of seven murders with a summary of French criminal procedure.*

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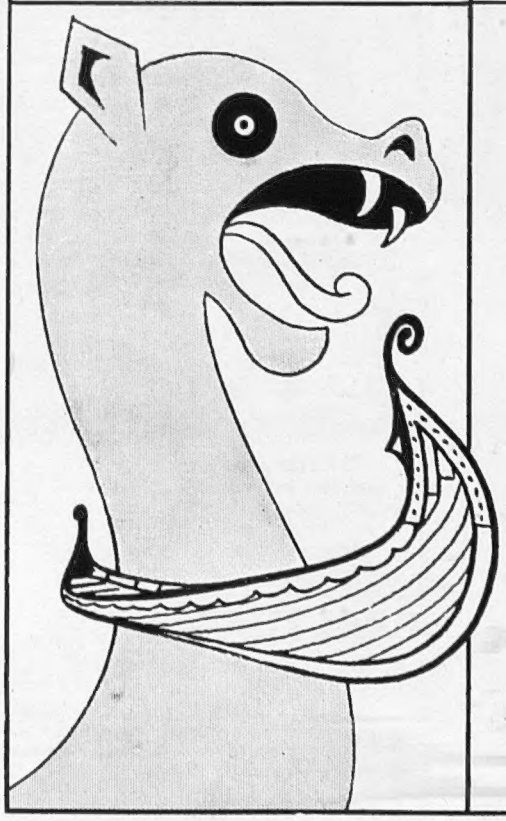

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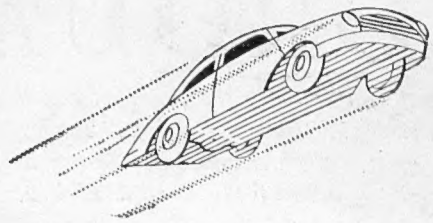

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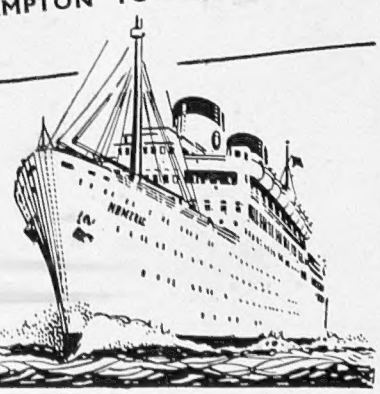

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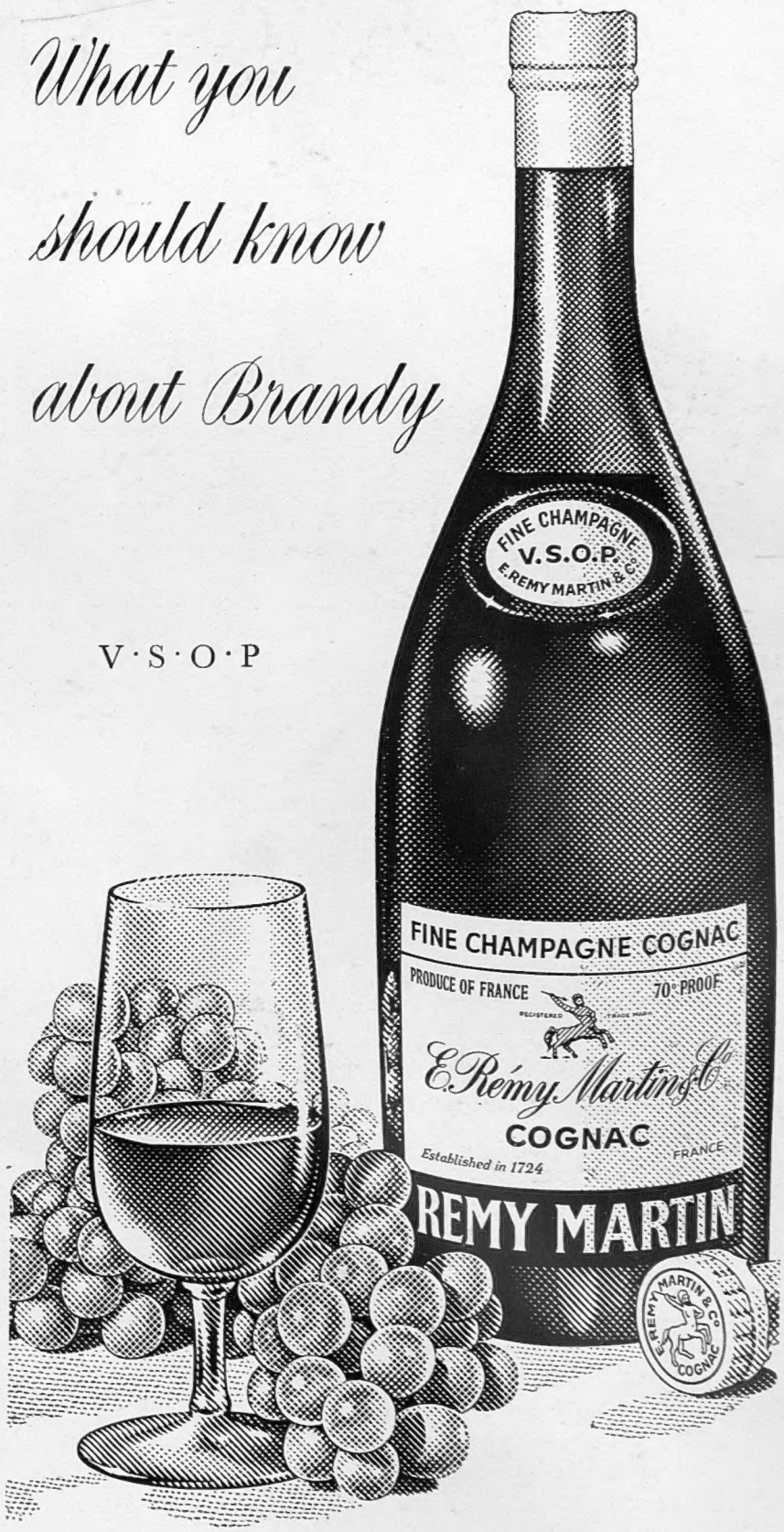

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